

THE Hongkong Weekly Press

AND

China Overland Trade Report.

VOL. LXIV.

HONGKONG, MONDAY, 12TH NOVEMBER, 1906.

No. 19

CONTENTS.

Epitome	317
Leading Articles:	
Australian Politics	318
The Inspectorate General of Chinese Customs	318
An Intelligent Plant	319
Russia in Asia	319
A Secular Sermon	320
The Pacific	320
Viceroy Chou Fu	321
Correspondence	321
Girl's Tragic Death	321
Sudden Death of Mr. W. E. Craig	322
Supreme Court	322
Marine Court	321
Police Court	325
The King's Birthday	326
Silver Jubilee of St. Joseph's College	326
Struck out	327
Appointments	327
Art and Crafts Exhibition	327
During Robbery in the City	327
Chinese Girl's Suicide	327
The "Buelow's Maiden Trip"	327
Hongkong Typhoon Relief Fund	328
Typhoon Relief Fund	329
Fire in the Hongkong Hotel	329
Canton	329
Macao	329
New Rifle Range at the Peak	330
Companies:	
Hongkong Steam Water-Boat Co., Ltd.	330
Shanghai Dock and Engineering Co., Ltd.	331
Shanghai Races	332
Outrage at Shanghai	333
Commemorating a Shanghai Beachfactor	334
Commercial	334
Shipping	336

BIRTHS.

On October 20th, at Cheloo, the wife of V. R. ECKFORD, of a son.
On October 20th, the wife of G. A. TISDALL, Russo-Chinese Bank, Newchwang, of a son.
On October 29th, at Shanghai, the wife of PERR MÖLLER, of a son.
On November 2nd, at Shanghai, the wife of GEO. R. ARTHUR, a daughter.
On November 9th, at Smith's Villas, West, Magazine Gap, the wife of P. E. HEERMANN, of a son.

MARRIAGES.

On October 24th, at the German Consulate, Hankow, WOLFGANG GRUNDMANN, I. M. Customs, Kiukiang, to FRANCES THERESA, second daughter of Mr. and Mrs. J. C. HOWARD, I. M. Customs, Kiukiang.
On October 31st, at Shanghai, LIONEL EDGAR CANNING to ELEANOR MARY (Sissy) Barry.
On November 10th, at the St. John's Cathedral, Hongkong, ELIZABETH, daughter of the late A. E. ABRAHAM, Esq., Hongkong, to WILLIAM GIBSON, youngest son of the late GILBERT PITCAIRN, Esq., of Hamilton, Lanarkshire, Scotland.

DEATHS.

On October 26th, at Shanghai, Mrs. HORWITZ, aged 61 years.
On October 29th, at Shanghai, H. G. M. SAINTY, aged 38 years.
On November 2nd, at Shanghai, BERNHARD A. FRIEDRICH of the I. M. Customs service, Hangchow, aged 34 years.
On November 5th, at "Westley," Balington Path, WILLIAM ERIC CRAIG, of the New Zealand Insurance Co., aged 30 years.
On November 6th, at the Peak Hospital, after a short illness, THOMAS BANKS, Engineer, China Sugar Refining Co., aged 54 years.
On November 11th, at his residence, No. 13, Caine Road, CONSTANCIO J. GONSALES of the Hongkong and Shanghai Bank, aged 67 years. Deeply regretted. Lisbon, London and Shanghai papers please copy.

Hongkong Weekly Press

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.L.
LONDON OFFICE: 131, FLEET STREET, F.C.

ARRIVAL OF MAILS.

The German Mail arrived, per the *ss. R. Tour*, on Tuesday, the 6th instant, and the French Mail of 12th ultimo arrived, per the *ss. Ernest S. Monis*, to day.

FAR EASTERN NEWS.

The Vuleen Ironworks, Ltd. at Shanghai, have paid a dividend of 11s. 50 per share.

An International Wauking Match at Tientsin on October 28th was won by a French military team. British soldiers were second.

As the result of the authorities making a charge of one cent for the use of the Public Baths, the coolies have ceased to patronise that institution at Hongkong.

Sergt. Lee prosecuted a native for using a truck in Hongkong, the wheels of which permitted oscillation or side play. His Worship fined him \$3.

Duke Tsai Tse has impeached several censors who memorialized against the administrative reforms and it is reported that the censors have been ordered to leave the censorate and to return to their original yamens to take up their duties there.

At Hongkong, on November 5th, Marine Lot No. 263, situated at North Point, was sold to Messrs. A. S. Watson and Co. for \$17,682, and Inland Lot No. 26 was sold to Shing Yip-tong for \$6,020. Messrs. Lee Koo bought Kowloon I. L. for \$3,220.

Reports have reached here of a severe famine in North Kiangsu. It is estimated that ten million people are on the brink of starvation. The magistrates are reviving the population from migrating, but are not taking steps to provide food. Some disorder have taken place, but they have been slight.

The Chinese gunboat and dispatch-boat *Chunho* got badly ashore on October 31st on Middle Bank, North Whangpo Channel. Tug-boats and lighters were sent to her assistance by the Shanghai Tug and Lighter Co., but the work of refloating is likely to take some time on account of slack tides.

According to a Tokyo dispatch, the Nippon Yusen Kaisha intends opening a service between Yokohama and New York, via the Suez Canal. The dispatch states that the six vessels now employed in the European service, are to be transferred to the New York line, and their places taken by six new steamers of 8,000 tons each.

Last week a fire occurred at the China Borneo Sawmills at Mongkok, near Yaumati, through, it is stated, a quantity of chips in the engine room taking fire. The Yaumati brigade turned out under Inspector Macdonald, and after about two hours the fire was quelled. The damage, which is covered by insurance, is estimated at \$200.

St. George's Club—or "the Junior Hongkong Club" as it is now often called—has prospered so well that the beginning of next month sees its removal to new and larger premises in Des Vœux Road, in Shewan Tomes' former hongs. Announcement to this effect was made a few days ago at a crowded and very entertaining smoking concert.

A college for forestry will be established, says the *Japan Herald*, at Mukden with Prof. Imagawa as President. It has been promoted by Mr. Kojima, Director of the Lumber Office at Mukden, for the promotion of lumber industry on the Yalu, and seconded by influential Chinese, the Tartar-General of Mukden having promised to subscribe 150,000 yen towards its fund.

Some little time ago we reported that a prisoner who was sentenced to seven years in Victoria Jail for armed robbery in the New Territory, was wanted for robbery in China. After the application for his extradition was heard, he was committed to prison pending the Governor's order. That has since been made, and last week the prisoner was handed over to the Chinese Authorities.

It is reported that Li Fei jen, a Chinese student from Shansi in Japan, has committed suicide by drowning himself in the open sea owing to his indignation against the mining affairs of the Pekin Syndicate. In his will he stimulates his friends to organize a strong body to resist the Pekin Syndicate, without mere talking, but by carrying the motives into action.

The American Consulate General is advised of the holding of an Alaska-Yukon-Pacific Exposition in Seattle, State of Washington, U. S. A. June 6—September 30, 1909. The announcement states that it will be international in scope, one of the primary purposes being to demonstrate the vast and constantly increasing importance of the trade of the Pacific Ocean, and the countries bordering upon it. Mr. Consul Wilder is asked "What interest will be taken in the purpose of our exposition in the Hongkong district?" It seems to be assumed that there will be exhibits from this district. The Steamship Lines, Dock Co., etc. may deem it advisable to be represented, and possibly others.

The Shell Company's tank-steamer *Volute*, while conveying 5,000 tons of kerosene oil to Hankow, stranded on October 27th about twenty miles below Nanking. In reply to her signals Captain Ching Pih-kwang of the Imperial Chinese cruiser *Haichi* went to the *Volute's* assistance and endeavoured for nearly five hours to tow her off. Eventually the *Haichi's* hawser broke and she was obliged to proceed on her way to Nanking, in order not to delay the arrival of H. E. Viceroy Tuan Fang who was on board. After landing the new Viceroy at Nanking, Captain Ching Pih-kwang returned to the stranded *Volute* and succeeded in refloating her. The steamer had apparently sustained no damage and was able to continue her voyage to Hankow. The friendly and prompt assistance of the Chinese cruiser prevented the *Volute* from remaining aground possibly for a considerable period, and it was felt, says the *N.-C. Daily News*, that thanks were due to H. E. Viceroy Tuan Fang for his ready assent to the *Haichi* being delayed for so many hours during her first attempt to tow off the stranded vessel.

AUSTRALIAN POLITICS.

(Daily Press, 3rd November.)

There are men who say that Australia will one day surely declare her independence of Great Britain, and figure amongst the nations as the United States of Australia. The people are even said to be ripe for rebellion now, and lack rather the power than the will to cast loose the mother country's leading strings. This is most probably exaggerated. It is evident that before there can be the United States of Australia, there must be a strong substratum of unity linking together the people of those states. News comes that this is far from being the case at present. Federation sounded fine, and gave rise to more dreams of brotherhood than Nature is ever likely to permit to come true. We read that the legislature of Western Australia has passed a resolution in favour of secession from the Union that was heralded with such trumpeting. So if there be one state against another on the matter of insular federation, we may take it there may be as many Australians who will cling to one flag—the British—as there are colonials who have lost all respect for the nation of their origin. The writer of an article in the *Singapore Free Press* avers that the native born population of the State was bitterly opposed to Federation, but were outvoted in a manner to be presently explained. It is worth noting meanwhile how instinctively men can cling to existing dividing lines, even though evidence on evidence, and argument on argument, be advanced to prove that, unlike the walls in honeycomb, these divisions make for individual weakness rather than for collective strength. This instinct of exclusiveness is a force that idealists rarely reckon in although the world has seen many great federations or attempted federations break up and fail. In the case of Australia, it is alleged that "native born West Australians, if left to follow their inclination, would have played 'a lone hand' in relation to the rest of Australia but, as the result of a referendum which was forced on the Premier by popular clamour, the strangers within their gates outvoted the natives, and so federation came to pass. The strangers had flocked to Western Australia where the gold-bearing areas of Coolgardie and Kalgoorlie had but lately been discovered. The exodus of these adventurers was so large that the Eastern States, and especially Victoria, then suffering from the disastrous consequences of the land boom, were being steadily drained of their population. The sympathy of these outsiders was all with the places of their origin and therefore with Federation."

There is a natural division as well as a sentimental one, between Western Australia and its Southern neighbour, a two thousand mile belt of sandy desert, and so far the Federal Government has neglected to bridge it with a railway that would have put the states more in touch with each other. A sea voyage has been and is yet necessary. Those who saw the advantages of federation apparently failed to see how to make it secure. They permitted to grow up in the isolated west "an oligarchy of old settlers who prospered exceedingly under the operation of a protective Customs' tariff." They offered, indeed, rather an amusing object lesson, which we dare not venture to say whom it would most tickle, Mr. CHAMBERLAIN's followers or the Free Trade party. As cited in the special article quoted, it can be applied either way.

"For the most part they grew wool for export, and fruit and cereals for home consumption. How much the West Australian orchardists thrive may be gathered from the fact that the retail price of apples was, before Federation, as high as 1s. 6d. per lb. The price of wheat was

proportionately high, as the Customs' tariff made the competition of the other States virtually prohibitive. Immediately after Federation there set into the Western Australian markets an inrush of fruit and dairy produce from the other States, and the scare thereby created among the local producers may well be imagined. Every device of ingenuity was used to thwart the exporters from "the other side," and on the flimsiest pretexts consignments of fruit to Fremantle were condemned by the inspectors as being infected with the codlin moth and the fruit fly. Part of the price which the Eastern States paid to Western Australia for entering the federation was the privilege of imposing for five years a sliding scale of Customs' duties on all goods imported from the sister States; but now that that period has expired, the local growers have become fully alive to the blow dealt to their interests, which from the first they had the sagacity to perceive would fall upon them."

But we have already mentioned the larger question of overcoming the dividing wastes. We are now told that the recent secession is due to the transcontinental railway agitation; that Western Australia was persuaded into federation with promises of such a railway; which promise is apparently viewed by the Federal Government as too large an order. How much sentiment is worth when it seems to conflict with business may be guessed from the further allegation that it is the large shipowners of the Eastern states who have advanced the strongest opposition to any railway scheme to connect and unite all the members of the federation. These have for years enjoyed a monopoly of the carrying trade between Adelaide and Fremantle, especially since the latter supplanted Albany as a port of call for mail steamers. No sort of sentimental satisfaction could compensate them for the loss of that traffic. What will happen as a result of Western Australia's independent attitude no one seems to know, but the newspapers appear inclined to minimise the importance of such behaviour on the part of the youngest representative government in the Union. Its heroic revolt becomes at once ridiculous if the Imperial Government chooses to ignore it, and the other states seem glad that there is an Imperial Government to appeal to. It is the spirit of the incident that interests us most, as bearing on modern tendencies. We do not need Professor DICEY to tell us that "geographical propinquity" is an essential of true federation, although it is well to be reminded of the antithesis, that geographical remoteness is a condition anterior to indifference or worse. In plain language, to feel neighbourly they should be neighbours, and the sooner the Federal Government unakes a start with the transcontinental railway, the sooner it will be free of these mimic rebellions. But it needed the Labour party, and its treatment of Queensland over the labour question to prove the disconcerting fact that we may sometimes have too much of such good things as federation.

THE INSPECTORATE GENERAL OF CHINESE CUSTOMS.

(Daily Press, 5th November.)

Much unnecessary mystery is evidently being thrown about the position of the Foreign Customs establishment in China, and the attitude of the British Foreign Office thereupon. One day we hear of Sir EDWARD GREY as having made up his mind to insist on the Chinese Government giving proper guarantees for the continuance of the establishment on its old lines with the authority of the INSPECTOR GENERAL unimpaired, and the next it is reported that the Head of the Office is quite content with the new arrangements, holding that they are merely equivalent to

the nominal change in the title of an old established firm, the principles and practice of the old institution remaining perfectly unchanged. Without desiring to pose as apologists for Sir EDWARD GREY, these varying accounts do not seem to us to indicate any policy of vacillation on his part, but are simply the reflection of the accounts as rendered to him from agents on the spot whom he is bound to trust. We are not committing any breach of expediency, in again mentioning what is patent to all, the Chinese Government included, of the declining personality of Sir ROBERT HART. It is clear to all that under the most favourable conditions that statesman cannot be expected to continue much longer at the helm of affairs, and it is no unkindness towards him personally that prompts the repetition of the statement. We have consistently alluded to the fact that the especial weakness of Sir ROBERT HART's personal presidency of the high office he held for so many years with distinguished honour to himself, and benefit to China, was that with a defect in his character common to many of the great minds of history, he had been throughout his career jealous of any possible successor; and that many of the ablest men in the service despairing of any recognition of their fitness, one after another resigned their connection with it. Like many other minor defects of character this feeling of jealousy has developed with growing years, and at the moment is perhaps his predominant passion. Unfortunately, too, the gentleman whom he has selected as immediately next to himself in the service has not the confidence of the outside world, nor is he, seemingly, a persona grata with the powers in Peking, and both these circumstances have combined with the growing spirit of discontent prevalent throughout the Empire, to make the position of the Inspectorate General particularly assailable. There is no reason to doubt that the British Foreign Office is quite aware of the importance in the interests not only of foreign trade and foreign responsibilities, but in the safety of China herself, of maintaining the office intact, as one, above the ordinary vacillation of party. Did China really understand her own best interests she would, did such an organisation not already exist, set herself to its construction, as in Australia the deficiencies of party management of railways led all parties in the States to agree to the necessity of this department of state being placed above party considerations, and handed over entirely to outside control. Such was the original conception of the constitution of the office, and such its administration continued to be up till recently, so long, in fact, as Sir ROBERT HART's personal administration continued uninterrupted. We are casting no reflection on Sir ROBERT HART personally, nor do we suggest that his individual powers have at all weakened; the very fact that he has arrived at an age when statesmen usually find it consonant with the best traditions of their offices to retire has a deeper significance than the momentary fitness. The chief danger is not loss of capacity, but the incitement the position affords to intrigue from without, and this danger of course will now increase the more rapidly with increasing years. It is advisable that the selection of a successor should be a work of deliberation and not left to the chance choice of a moment, when not the best, but the momentarily handiest will be hastily thrust in to fill a gap. It seems evident that from some optimistic quarter Sir EDWARD GREY has been soothed into taking a superficial view of the gravity of the case, and

has been led to underestimate the importance of the issue at stake. This also would seem to throw a flood of light on the apparently self-satisfied content of Sir ROBERT HART himself, as to what may befall should the office be suddenly vacated. For our own immediate readers, it is expedient only to hint that the big journals at Home know no more of what is really going on than does Sir EDWARD GREY, and it would be decidedly improper at present for those who do know to expose the hopes that are being entertained for the ultimate appointment of a man regarded as "stronger" than either the present INSPECTOR-GENERAL or his deputy. Our previous hint that international jealousies have all along been more important than Chinese diplomacy in this connection should not be overlooked.

AN INTELLIGENT PLANT.

(Daily Press, 6th November.)

AT Kowloon, on an unoccupied lot that lies just beyond the new post-office, and that is traversed from corner to corner by a well-known "short cut" path, there is growing in abundance a shrub that is at once pretty remarkable and remarkably pretty. It has a palm-shaped grouping of pinnated foliage, which turns to the sunshine one of the comparatively few soft greens that are observable among the prevailing harsh, metallic greens of Oriental verdure. The few observers among the unheeding crowds that daily pass it by speak of it, when it does happen to be mentioned, as "the sensitive plant"; and although the world has many equally wonderful, we might justly grant it the definite article, if only for the irresistible conclusion that this shrub takes a more intelligent interest in those who enter its neighbourhood than is the case vice versa. This is a big thing to say, and may shock some people who have failed to keep an open mind in view of the remarkable discoveries of the scientific truth-seekers of the last few decades. We must therefore attempt to justify our employment of the word "intelligence" as applied to a mere herb. This will be more difficult than it ought to be, because the majority cling so firmly to traditions that have been cherished so long as to be accepted as incontrovertible facts, notwithstanding that many such have been exploded in the most disconcerting manner. Confirmation of the daring theory that plants have some share of what we call intelligence was forthcoming at the last annual congress of the British Association when the microscopists dwelt on the discovery that plant cells are not isolated, but connected by veins as in the animal organism. This, however, was too technical to appeal to the general public, who usually follow with greater interest illustrations and examples that may be investigated and examined by themselves. Our Kowloon plant, then, for which perhaps some expert of the Botanical Department may be kind enough to provide us with a name, invites the attention of anybody who cares to devote a few minutes to its interesting characteristics. Lightly touch a leaf, and in the twinkling of an eye it seems to have disappeared. It has folded up one row of pinnates against the other, and where just before a tender green fan outspread, there now hangs something like a withered twig. Select an outstanding bush of it, the most conspicuous mass of foliage, and tick the stem with a finger; it is positively bewildering. The observer will wish for a camera to prove that his eyes have not been deceived. For there remains only a wintry looking

skeleton, disclosing the hitherto hidden background. Leafless, livid, dead—it is quite clear that no sensible herbivore, however hungry, would dream of looking here for anything to eat. The remarkable thing is that the leaves not only close up and shrivel, but that their stems and petioles, previously extended at a little above the horizontal, hang down, often seeming to shrink and hide themselves along the vertical branch or trunk. This is the great difference between this and other well-known "sensitive plants", such as the Sun Dews, whose actions are predatory: it is impossible to doubt that this plant's behaviour is for self-defence. How far its mimicry of death (and consequently of insucculency) is intelligent, a few simple experiments promise to demonstrate. It is noticed at once that the plant takes no notice of the buffeting of neighbouring grasses, blown into contact with it by the wind. It takes very little notice of the first tap or two with one of the same grasses, plucked and wielded by the hand of the observer. If however, these blows are repeated, either rhythmically or in irregular succession, the plant seems to decide that there is some unusual agency present, and at once "plays possum". There is a certain intelligence about its resumption of its former state. For three minutes it waits without any sign. In five minutes it has opened partly—one is tempted to say cautiously, for if the observer make any impatient movements, this partial reanimation is maintained, and the full resurrection delayed. In short, there is an uncanny feeling of something alert and watchful in the vitals of this wonderful plant. In eight minutes, undisturbed, the bush is again completely green and flourishing; but it requires from thirteen to fifteen minutes for the stems to recover their normal horizontality. Probably an enterprising photographer with a bioscopic camera would get a "living picture" of remarkable interest here. We have often experimented with the carnivorous Sun Dew, feeding it alternately with an insect and a tiny pebble, and it was impossible to resist the conclusion that the plant could discriminate between the edible and the inedible. It closes on both, but it exudes no peptic fluid for the pebble, which it soon disgorges. What is more, a healthy Sun Dew leaf has been known, in two hours, to move towards and seize a living fly that was pinned down half an inch away. That was surely intelligent perception. This Colony offers exceptional opportunities also for the study of the phenomena of intelligence in roots; how they travel up, or down, or sidewise, in their hunt for congenial moisture, leaving the most extraordinary permanent proofs of their intelligent perseverance in many uncongenial places. Witness the banyan's negotiation of stony places. Instances of what we call plant intelligence can be multiplied indefinitely, but we have space only to mention the most remarkable one we have so far encountered. In the beautiful Botanic wilderness at Singapore—it is misleading to call them gardens—there might have been observed four or five years ago, and we suppose still, a ground creeper more sensitive than any in our experience. It did not wait to be touched, but as people or animals approached, while they were still two or three yards off, it clapped its leaves together as a butterfly shuts its wings. So quickly and so persistently did its neighbours take warning and do likewise, that for yards ahead the pedestrian was persuaded that some small animals were leaping about among the grass. The discovery that there was really nothing but vegetation evoked

eerie feelings appropriate to juvenile memories of enchanted lands. However, as we have suggested, Kowloon presents a handy object lesson for anyone disposed to take an interest in the modern belief that the relations of the children of Nature are as close as that phrase implies. Not only men and apes are blood brothers, but it looks as if we must shortly welcome our sister the cabbage. "We be of one people", said KIPLING'S "Mowgli" to the snakes, and slowly the scientists are preparing us to recognise, in even greater degree than COLERIDGE did, that "he prayeth best who loveth best all things or great or small", for it is only proper that we should love our relations.

RUSSIA IN ASIA.

(Daily Press, November 7th.)

IF the recent statements by Mr. PUTNAM WEALE as to the condition of affairs in the Russian Far East cannot be accepted by all with absolute confidence—and he has his critics—confirmation of a wholesale nature has lately been provided by the Russian newspaper *Novoe Vremya*, which no one can expect to be troubled with either pro-Japanese or anti-Slav tendencies. In a recent leading article, it made statements almost identical with many of those we lately quoted as emanating from the brilliant author of the "Reshaping of the Far East". Trade and manufacture in the Primorski region is, our Russian contemporary has stated, absolutely undeveloped, so far as Europeans understand the term. Its undoubted natural riches are practically untouched, and the country remains almost in its primitive condition. In fact, the *Novoe Vremya* admits, "during all the time that it has had control of the Primorski region, our Government has made no serious attempt to colonize it and to increase its material prosperity. On the contrary European Russia continued up to 1900 to send thither the refuse of its criminal population—hardly a good method of raising the intellectual and economical level of the country. Its commercial policy was characterized by routine, and by a complete ignorance of local conditions, thanks to which the Government continually swung from a high tariff to free trade and up to the present it has not made up its mind as to which of these systems it shall adopt. This want of decision on the part of the Government has, of course, a bad effect on local trade and commerce". Mr. WEALE concluded that Russia had no Far Eastern policy at all at present. The domestic disorder in European Russia had dislocated the overseership of interests so far away, and local jealousies, coupled with a general pessimism among the disheartened officials on the spot, were against any consistent attempts at governing and developing these rich regions which Russia has annexed but never yet assimilated. The translation of the Russian comments referred to indicates that there is, however, more than one policy, and the writer proceeds to discuss a question closely affecting the commercial interests of these parts. It appears that notwithstanding the pressure of graver affairs at home, the Far East has not been overlooked at St. Petersburg, which indeed we might have fairly assumed from the evident control maintained by the bureaucracy over the powers of the Minister at Peking, who finds himself much in the same situation as some of our Colonial Governments have lately done under a Colonial Office that can boast of the energetic assistance of a WINSTON CHURCHILL. A special commission has been sitting at the

Russian Ministry of Trade and Commerce to consider the to be or not to be of maintaining in peace the free-trade policy considered desirable during the war. The *Novoe Vremya* is for free-ports, arguing that as there is at present no local industry to protect, protective tariffs will merely check the development that is so desirable and necessary. It might be helpful once that development gets a fair start, but neither before the birth of industry, nor after it reaches robustness, can our contemporary see that protective tariffs at Manchurian or Siberian ports would be anything but harmful. It says protection only does harm to a sufficiently developed industry, for "it tends artificially to raise the price of all products, making the cost of living greater and at the same time driving traders of an invaluable impulse towards improved production. In this excess of protection lives the old sin of our bureaucracy, a sin which has cost the country very dear". Fiscal revenue ought to occupy the secondary place. Experience has shown that Siberian producers need cheap materials from abroad; manufacturers of matches, soap, &c., are continually asking the Ministry of Finance for rebates on indispensable materials imported from abroad. The *Novoe Vremya*, vainly we fear, tries to allay the doubts of the Moscow and Lodz manufacturers, who dread foreign competition. It avers that under free trade Russian goods held their own against foreign; and that the latter actually entered more freely when a tariff barrier was erected. There we fancy the Russian journal has been misled by studying values instead of quantities, for the foreign imports it quotes are expressed in rouble terms, 3,772,672 roubles' worth in 1900, 6,470,561 roubles in 1901, and 19,999,004 roubles in 1902. Then also, the increase of smuggling caused by the high tariffs was bound to affect the imports from European Russia, which in the same years dropped in value from fifty-seven millions to thirty-eight millions. "In any case", concludes our contemporary, "the interests of the local population should be considered before these subsidy- and rebate-fed manufacturers at home". Other merchants who wish to introduce their goods at southern ports will prefer that Vladivostock should go back to protection.

A SECULAR SERMON.

(Daily Press, November 8th.)

Recent tragic events must have diverted attention in Hongkong for a while at least from politics and policies to that great riddle of life which faces all alike. We know that it is so; there have been many earnest conversations, dealing with the ethics of suicide almost invariably. It has been remarked that this way of avoiding misery or trouble or even ennui is much more common among Far Eastern communities than it is in Europe, and without definite statistics, enough of these painful incidents occur to warrant the impression. Not long ago a preacher at Shanghai was giving currency to a similar reflection there; and the astonishing number of people of all sorts who are ready to admit the conceivability of circumstances warranting such a "way out", almost seems to indicate that the Far Eastern resident has acquired such a familiarity with the idea of self-slaughter as to breed contempt. This, if so, is a pity, because no academic verdict in favour of its being possibly occasionally right can alter the fact that it is nearly always foolish and unnecessary. As it is such an essentially irrevocable act, there should never be the

least dalliance at any time with even the mere idea of it. Academic complacency towards it on one day may mean a rash impulse another day. It is singular to notice how small a cause sometimes suffices to prompt such a deed. Often, as in one pathetic case unfolded in our columns this week, the provocation lies largely in the imagination. The writer of one of the most intensely touching letters we have ever read in such a connection remarked, "unless one is happy, I see no use in living". Careful examination of the evidence shows that her unhappiness was more anticipated than actual; and here perhaps we may be useful if we recall how much this tendency to "borrow trouble" is apparent in modern life. The burden on this young woman's mind, it is clear, was as much the future as the present. Over and over she speaks of it. "There seems nothing left to live for". The work she did not feel fit for was new work she had not yet entered upon; it was not life as she actually found it, but the life of the future, as she imagined it would be, that was blank. The absence of anything "bright to look forward to" apparently appalled this young mind, which had found, perhaps, its keenest joys, as well as sorrows, in anticipation. It is a platitude to say that no one can realise the future; and it may be because it is a platitude that people ignore the fact, and persist in projecting their minds to points of time better left out of reckoning. The sanest and happiest people are probably they who live in the present. There are so many who get no satisfaction out of to-day, because their vision is strained to scan to-morrow. Some religionists allow their faith in a future life to make them positively disrespectful and contemptuous in their attitude toward this. The illustration of the miser who exists miserably to die rich is familiar enough. In the Far East, there must be many people who fail to appreciate their daily opportunities of happiness owing to, the habit of looking forward to "going Home"; and we have before now heard how that particular anticipation leads to after disappointment. As with individuals, so with communities. In these last few years of grace we have beheld the utopia-mongers, neglecting expedient makeshifts in favour of ideals of a redeemed and perfect race that is to be. The reformers appear quite willing to put half the present generation to the rack and thumbscrew, that some future generation may be blessed. The radicals, and socialists, and communists are not much concerned with history. The rise and fall of previous civilisations is nothing to them. They look ahead, always ahead, and with the eye of faith see what they want to see. Others less liable to suicide, we hope—cannot see just the same things. They see the real bone; its reflection in the stream of the future is not so clear to them. Even when the foreseers direct their attention, they fail to see eye to eye with them. One witty observer in this position sees only "a population punctually heroic, each citizen performing his good deeds under the same irresistible impetus that induces him to pay his taxes, all having achieved an automatically virtuous humanity, and consequently automatically happy, in a personally-conducted Cook's-tourist sort of world". There are many adages that may be cited in support of forethought and prudence, but we have high authority for considering it less rational than is popularly supposed to "take thought for to-morrow". The habit of anticipation would appear to be a dangerous disease. It is certainly the case when anticipating trouble, or endeavouring

to discount the happiness that may be coming. To be over anxious of the future is to be less sane in the present. Crusoe's example of drawing up a balance-sheet of advantages and disadvantages of the present situation is to be recommended. The desperate would often so find arguments against despair. Our modern Hamlets would then realise that it is not a question of flying to ills that we know not of, but of flying from goods that we are similarly failing to appreciate.

THE PACIFIC.

(Daily Press, 9th November)

"He being dead, yet speaketh" may truly be said of the late Mr. SEDDON, Premier of New Zealand, for the papers received by the last mail from the United Kingdom give deserved prominence to a letter that he wrote, and a speech that he delivered, shortly before he died. The Pacific and Great Britain's interests therein is the theme of these eminently patriotic contributions, and we cannot doubt that many who followed the fashion in cheap sneers at the living statesman will feel both regret and respect when digesting the last message of the departed oracle. Under date March 22nd of this year, Mr. SEDDON wrote as follows to a correspondent of the *London Standard* :—

"The Pacific Islands question is of paramount importance. Under the altered conditions now existing, which in the future will be greatly changed, to the advantage of other nations, by the construction of the Nicaragua and Panama canal, numbers of industries will be greatly affected. In fact, it is difficult to grasp the momentous issues involved. Unless British statesmen grasp the situation and provide therefore, they will find in years to come the weak spot. They will discover that the most deadly blow will be struck at our Empire in the Pacific itself.

The Japanese have stopped the Russians in the East, and what is going to happen in the West, who can tell? It is well ever to be prepared. With industries crippled and food supplies stopped, the people in the heart of our great Empire will be in a bad way. It is not too late for action. Prevention is better than cure, and we must be up and doing. If our kindred at home do their part, then the self-governing Colonies will not fail when the occasion arises. Meantime, wherever possible the British flag should float over the islands of the Pacific."

It is easily demonstrated that with the opening of the Panama Canal, now within measurable distance, the importance of securing pre-eminence in the Pacific will be greater than ever. There is no estimating at present what it will mean to great Britain, America, Japan, or whichever Power is fortunate enough to fly its flag most conspicuously on this great and greater growing commercial highway. It may be assumed, moreover, that Japan and the United States need no reminding of this, and that Germany and France are alive to any opportunity. The one Power that needs awakening is the Power to which Mr. SEDDON has addressed himself, and the Power which already has the greatest responsibilities in this direction. The present apathy of the home-abiding British may be gauged by the notorious indifference that has been shown in the past. New Zealand's policy of conserving for the Empire the islands of the Pacific was misunderstood, even jeered at, as the late statesman remarked in one of his last public speeches. Samoa was foolishly thrown away, when Downing Street looked the gift-horse in the mouth, and failed to recognise the significance of the opportunity. New Zealand remembers gratefully the efforts of Sir ROBERT STOUT and Sir JULIUS VOGEL to save that important neighbour

of the Colony; how it looks back on the meddling of the Imperial statesmen had better, perhaps, be left unsaid. Mr. SEDDON had it authoritatively from President McKINLEY that America's adherence to the Monroe Doctrine would not be strong enough to stand in the way of the annexation of the Sandwich Islands; he went to England and urged the representatives of Great Britain to save them. At that time a third of the boats trading between San Francisco and New Zealand belonged to the latter Colony, and he warned the Ministers that the American coastwise laws would be sure to shut them out. All he asked for, and for this he had the hearty good wishes of the insular inhabitants, was a Protectorate. His reception is an item of history; his warnings were pooh-poohed; and within three years that important and growing trade was lost to Britain and her Colony, with all the prestige and future possibilities attached. New Zealand wanted Noumea, and the Noumeans wanted British rule. London knew little and apparently cared less about them, and now Noumea and new Caledonia are French. We can excuse Mr. SEDDON's bitter remark that "these losses were incalculable, and it was a pity that such statesmen should ever have been entrusted with the destinies of Great Britain". At one time the New Hebrides, only four days away from New Zealand, were actually a part of that Colony; yet as he spoke great Britain was diplomatically striving for a joint protectorate with France! Anything was better than that. They could either divide with France, or buy her out; but how was France ever permitted to get in? Ministerial ineptitude, almost amounting to criminal ignorance of the issues involved, must have been originally responsible; and here London was still turning a deaf ear to the advice of "the man on the spot". Examples can be further multiplied, but there is no need to do more than mention how Lord DERBY repudiated Queensland's annexation of the New Guinea group; with the present effect that the British flag is somewhat rudely jostled by Germany and Holland, the former enjoying even a naval base on what was once British property. Great Britain has suffered both strategically and commercially in the Pacific, and with her, her Colonies, thanks to the remarkable statesmanship of her alleged statesmen, who may have done the duty expected by some parochial constituency, but have certainly been guilty of worse than neglect of their duty to the Empire. There is, according to Mr. SEDDON, a very real danger still existing. The strategical centre has been shifted, or will have been shifted, when the isthmus of Panama is cut; and, as he says, "unless British statesmen grasp the situation . . . they will discover that the most deadly blow will be struck at our Empire in the Pacific".

VICEROY CHOU FU.

(Daily Press, November 9th)

The decorated front of Thomas' Hotel yesterday reminded residents that His Excellency Chou Fu, the new Viceroy of the Two Kwang, was expected here yesterday on his way to Canton. Unfortunately the steamer *An Ping*, on which he was a passenger, did not reach port as anticipated—delayed doubtless by rough weather—and the preparations for the reception of His Excellency were consequently disarranged.

Residing in Thomas' Hotel are a large number of Chinese officials from Canton who have come here to welcome His Excellency. They arrived in Hongkong on Wednesday in the Chinese gunboat *Sum Ho* and two other smaller gunboats and a launch. Among them is the son of the new Viceroy. Rooms

were engaged for His Excellency at this hotel a fortnight ago, and it is understood that he will spend two days here before proceeding to Canton.

His Excellency Sir Matthew Nathan had the launch *Victoria*, which was decorated with flags, waiting to convey the distinguished visitor ashore. The dinner arranged for him had of course to be abandoned.

The decorations in front of the hotel are made up of Chinese floral art and a display of bunting, the British and Chinese flags flying side by side. The trees and shrubs trained in the forms of men, dragons, and animals were much admired, and a body of district watchmen kept guard over these.

(Daily Press, 12th November.)

His Excellency Chou Fu, whose arrival in Hongkong has been anxiously awaited since Thursday, reached here yesterday afternoon, and was accorded an enthusiastic reception by the Chinese community. The steamer *An Ping*, on which he was a passenger, was delayed three days in the neighbourhood of Amoy through stress of weather, and as nothing was heard in Hongkong regarding her movements a feeling of anxiety had arisen. This was happily allayed when the vessel was signalled yesterday afternoon, and as the news of her arrival spread rapidly there was considerable excitement among the Chinese who assembled in thousands on the Praya to watch his landing. The beflagged launch *Victoria*, which had been waiting His Excellency's arrival for three days, steamed out to the *An Ping* with Captain Colman on board representing H. E. the Governor. The Viceroy and his entourage embarked on the launch and were conveyed first of all to the flagship *King Alfred* and greeted Admiral Moore. Meanwhile the land battery fired the appropriate salute, the compliment being repeated by the *King Alfred*. Having brought the official visit to the Admiral to a close, His Excellency returned to the launch and proceeded to Blake Pier. On landing the band of the Middlesex Regiment played an appropriate selection, and the Viceroy passed through the guard of honour drawn from the Middlesex Regiment. Thereafter he and his suite entered their chairs, and proceeded by attendants and guarded by an escort of Indian police, they made their way through a route densely lined with Chinese to Government House. The Viceroy called on His Excellency the Governor and returned to Thomas' Hotel, where lunch was served. A large company of leading members of the Chinese community were present, the immediate supporters of the Viceroy being Mr. Lau Chu Pak and Mr. Fung Wa Chun, and in the course of the proceedings His Excellency addressed the assembly. It is understood that the Viceroy will proceed to Canton to-day.

CORRESPONDENCE.

MISSIONARIES AND CHINESE OFFICIALS.

TO THE EDITOR OF THE "DAILY PRESS."

H.B.M. Consulate General, Canton.

November 6th, 1906.

SIR,—I am authorised by H.M. Minister to forward you for publication in your newspaper, should you care to print it, the enclosed copy of a Circular Despatch addressed by Sir Ernest Satow to H.M. Consuls in China, dealing with the subject of intervention by missionaries on behalf of their native converts.—I am, Sir, your obedient servant,

R. W. MANSFIELD, Consul General.

(Circular.)

H.B.M. Legation, Peking.

August 31st, 1903.

SIR,—Cases have come to my notice in which missionaries have addressed themselves directly to Chinese Officials, either verbally or in writing, on behalf of their Chinese converts, instead of acting through the proper channel which is one of H.M. Consuls or the head of H. M. Legation.

Such intervention would, I presume, be defended on the ground that some action has been taken with regard to the convert which is in violation of Article 8 of the Treaty of Tientsin.

It is necessary however to point out that missionaries are not accredited agents of the British Government for the enforcement of the Treaty, and Article 8 was not intended to confer upon missionaries any right of intervention on behalf of native Christians.

I do not see any objection to a missionary addressing the local Chinese authorities directly on any matter affecting himself personally, such as for instance a robbery that has been committed at his house, or any similar private affair.

If, however, a missionary has to complain on behalf of himself that his teaching is interfered with, or that a Chinese preacher or convert has been interfered with or persecuted, his proper course is to lay the facts before the Consul of the district in which he resides, who after due examination will make such representations to the Chinese Authorities as the case may require.

His Majesty's Consuls are not authorized to delegate their duties in this respect to missionaries.

I have reason to know that this view is shared by the managing bodies of British Protestant Missionary Societies who carry on Mission work in China, and I understand that it is accepted and acted on by most of the missionary bodies in China.

The fact that a missionary or the convert on whose behalf a complaint is made resides at a distance from one of H.M. Consuls is not sufficient reason for the missionary taking upon himself the duty of the Consul, and his intervention could only be justified when there was imminent danger of an extreme character threatening the safety of converts.

I have accordingly to request you to act upon what is laid down in this Circular, and to acquaint missionaries with its contents whenever it seems likely to be departed from.

I am persuaded that if missionaries uniformly refrain from direct intervention on behalf of native Christians, and confine their action to representing to H.M. Consuls cases of actual persecution, such a course will redound to the preservation of peace between converts and non-converts, and to a spread of a genuine Christianity among the people of China.—I am, etc.,

(Sd.) ERNEST SATOW.

GIRL'S TRAGIC DEATH.

THE END OF A BROKEN ENGAGEMENT.

The circumstances of the death of Emily Ellen Wade, a nurse, whose body was found in the Pokfulam Reservoir, were investigated on Nov. 5th at the Magistracy by Mr. F. A. Hazeland, sitting as coroner, and the following jury: Messrs. John Oldson, Archd. McKirdy and J. P. Douglas.

Dr. Heanley, medical officer in charge of the public mortuary, said he examined the body of the deceased on November 1st. She was aged about 25 years. Mr. Moxon was present at the identification. Death appeared to be due to drowning. There were no traces of injury or disease on the body.

Mr. G. C. Moxon said the deceased came into his employ as nursemaid about five years ago. She was a very good girl, quiet and well behaved. Three years ago she told him she had become engaged to be married to Sergeant Thompson in the naval yard police. He made inquiries to satisfy himself that the engagement was a desirable one and the report that came to him was satisfactory. He therefore consented to the engagement. Subsequently she went home to England with Mrs. Wade for a holiday, during which time the engagement continued. She returned to Hongkong about November 1905. About May of this year she informed him that the engagement was broken off, and he had since, on several occasions heard her say she was sorry about it. She told him that she had broken the engagement herself. Quite recently she said that living in Hongkong had become distasteful to her and asked whether he and his wife would assist her in getting employment out of the colony. They were sorry to part with her, but consented to try to get her an appointment. They heard that Mrs. Maitland, who was leaving for Calcutta, needed such a servant and suggested she should take service with her. She appeared pleased to enter Mrs. Maitland's employ and did so on Monday, 29th ult. On the following day he understood she returned to his house about 10 or 11 in the morning and asked Mrs. Moxon to give her some

phenacetin as she had a bad headache. She was subject to bad headaches. The phenacetin was given her and she left the house immediately. On Wednesday morning Mr. Maitland informed him that Miss Wade had not slept in his house during the night and asked him if he knew where she was. He suggested communicating with the police and this was done. The next thing he learned was contained in a note from Captain Badeley informing him that the body of a young woman had been found in Pokfulam Reservoir. Next day witness went to the mortuary and identified the body as that of Miss Wade. The handwriting of the letter produced was that of Miss Wade.

His Worship then read the following letter found in Miss Wade's box: To Mrs. G. C. Moxon, —Dear Madam, I dread the idea of leaving you and starting afresh in another situation for I can't think how I shall get on with two children when I have my bad sick headaches for no other lady can have the patience that you have had over it, and I don't feel fit to take charge of Mrs. Maitland's children for I am so cross and disagreeable; my heart is not in my work and my place can easily be filled; the Japanese ayah will take the children as she has no other work. You and Mr. Moxon have always been so good to me and I am sorry to be any trouble, but I can't go like this; I am so wretched and unhappy and I get more miserable every day; try as I may to live it down. Unless one is happy I see no use in living. I must tell you the truth. Mr. Thompson is not to blame in any way, the fault is all on my side; because he did not come to meet me one afternoon. I was so angry and thought to myself, I won't wait for any more excuses, so wrote and broke off the engagement, when if I had only waited I should have known he could not avoid not coming. Because I was so hasty and unjust I feel I can never forgive myself, for I am devoted to him and could never care for another man again. I am alone as it were, no one depending on me and nothing bright to look forward to, for a life of service is horrid, and death preferable to years of loneliness and self reproach for the wrong I have so harshly done to myself and him. I think I am mad or nearly so. Please, Madam, see that my boxes are sent to my sisters, and will you please give Mrs. Talbot's nurse £11.6 I owe her. Also take out of my cabin trunk the things in right hand corner that I owe you for—3 keys in my rain coat pocket. I have told my sisters what to do with the money I have in the Bank of England—it will make up for what I have been sending home. Please give letter to Mr. T. privately. They will find me in the water down Pokfulam. Please do not be sorry for me, I am so unworthy and made a mess of my life when everything might have been different. I am truly sorry to be any trouble, but I have such a dread of everything when I have left you. Only my letters home will be missed.

With deep gratitude to you and Mr. Moxon,
I remain, yours very respectfully,
(Sd.) EMILY ELLEN WADE.

My sister's address to send luggage:

Mrs. G. Wilson, Bishopsgate Street,
Norwich, Norfolk, England."

A coolie employed at Pokfulam Reservoir gave evidence of the finding of the body in the catchwater above the reservoir.

Inspector Collett proved the photographs and stated that the water was about seven feet deep at the place where the body was found. In her box were found three letters, one addressed to Mrs. Moxon, one to Mr. Thompson, and the third to her sister. They appeared to have been recently written.

His Worship read the letter addressed to the sister of deceased as follows.

In the event of my death I wish my sisters, Mrs. Howell and Mrs. Wilson, to divide my belongings between them and also the money I have in the Bank of England, and I want them to give Mrs. Hunt £1, which I owe her for sewing.

(Sd.), EMILY ELLEN WADE.
(Hongkong).

Mrs. C. Howell, 3 Kerrisons Terrace,
Kettis Hill, Norwich, Norfolk, England.

The letter marked private addressed to Mr. Thompson was also read.

(Strictly Private.)

Mr. W. F. Thompson,
H. M. Naval Yard, Hongkong.

My Own Darling Frank,—This letter is meant for you only to read, and so I intend to write just what I think, for by the time this reaches you I hope I shall be at rest, for I am so wretched and unhappy. Since I wrote you that beastly, unkind letter I have been most miserable. How I came to write it I cannot think, for, dearest, believe me, I have always loved you in all sincerity and truth; yet I always felt I was not good enough for you, as you seemed so well educated and I so ignorant. Believe me, I did not mean what was written in that letter. I copied it from another one and never thought in my temper how unjust and cruel it was, and it did not apply to you in any way, for in my eyes you are all that is good and just. My darling, how grieved I am to have insulted you can never be guessed. I always meant to be true to you and looked forward with joy to the future with you and yet I think I was mad to go and spoil it all without reason whatever. I have engaged to go to Calcutta with Mrs. Maitland, and yet I don't feel fit to go for I feel so weak and ill, with no heart whatever for the work I have to do. There seems nothing left to live for, without you life is a blank with no brightness whatever. I am a misery to myself and I'm sure no comfort to others. When I found you could not forgive me, I went out with Mr. Watson, thinking by so doing I could forget you, but impossible. My thoughts were always with you and so I had to stop my outings with him, for never shall I love another man as I loved you. My darling, try to think kindly of me and to forget the wrong I have done so thoughtlessly. You said you hoped I might prosper and have a bright and happy future. How could your wish come to pass when I had done you such a wrong? If you would like to have your ring you will find it in a camphorwood box in the right hand corner, near the top of my cabin trunk, also the brooch, but the photo is with others and I'm afraid you can't get at it. I don't see how I shall be missed by anyone; my place can easily be filled, only my letters will be missed by my sisters. When you go to England, please, Frank, marry a nice good girl. I wish it as I do so want you to be happy in the future. The excuse I made to Mrs. Moxon was that I had quarrelled with you. After being so hasty and rash I saw how foolish I was and did not know what excuse to make, and so, told her that, but now all the truth can be known, and people will say I am mad and they won't be far wrong. And now, my heart's own darling, I must say a last "good-bye." Please try to think kindly of me and remember that I loved you always and you only. By God's mercy I hope to meet you in that better land where there is no marrying, or giving in marriage, and so I will wait and watch if God will permit and forgive my sins. Good-by, my own darling, in death and in life.

Ever your devoted and true,
EMILY, (Sd.)

His Worship addressed the jury and explained the question of insanity.

The jury returned a verdict of suicide whilst of unsound mind.

SUDDEN DEATH OF MR. W. E. CRAIG.

We regret the need of paining the numerous friends of Mr. W. E. Craig, of Messrs. Reiss & Co., by announcing his sudden death which occurred on November 5th.

The news is peculiarly sad and shocking because he had been ill only a few days, and was to have been married on Wednesday to a lady recently arrived in the Colony from his own country, New Zealand.

Friends who were, of course, preparing to felicitate the late Mr. Craig on Wednesday, will perhaps kindly take this intimation, and excuse his more immediate friends if, in their present distress, they omit any particular notification.

LATER

It is officially reported that the death of Mr. W. E. Craig, of Messrs. Reiss and Co., which was announced in our previous issue, was due to suicide, by cutting his throat with a razor in his bathroom. There was no apparent reason for this rash act; from inquiries the police have made, he was not in financial difficulties; and, as we have already stated, he was on the eve of

a happy and long looked-for marriage. It is thought that his attack of dengue fever must have affected his brain. An inquest, however, is to follow in due course.

SUPREME COURT.

Monday, November 5th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

THE STORY OF A PROMISSORY NOTE.

F. K. Tata sued S. Ezekiel to recover the sum of \$100, balance due on a promissory note dated July 11th.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for plaintiff, and Mr. F. X. d'Almada e Castro for the defendant.

Mr. Gardiner stated that although on the face of it, it did not appear to be so, the note made for \$200 was a guarantee.

His Lordship—Is the promissory note good?

Mr. Gardiner—It is; but I understand my friend will produce evidence to say it is a guarantee. (Puts in note).

His Lordship (after examining)—I don't understand what you are talking about if this is all you have got, signed by the defendant.

Mr. Gardiner—That is all. But, if my friend is calling evidence to show that it was a guarantee, I will prove that the principal, Goldenberg, was released by the defendant, Ezekiel, when the former was arrested on August 21st.

His Lordship—I don't quite understand. What is that promissory note? Not a promissory note?

Mr. Gardiner—I shall have to admit it was a guarantee.

His Lordship—Then it is all against you now.

Mr. Gardiner—I think I will have to do so as the case stands.

His Lordship—I don't know anything about it. You had better get on with your case in your own way. You opened in quite a different way.

Mr. Gardiner called F. K. Tata, who said that on July 28th Goldenberg wanted to borrow \$200 from him. Witness promised to advance the money provided it was repaid within a month. He asked for security and the defendant guaranteed to stand, saying he was a partner with Goldenberg. The note produced was signed by defendant, and plaintiff advanced the money to Ezekiel who took it on behalf of Goldenberg.

His Lordship (to Mr. Gardiner)—That puts you out of Court at once. What can you do?

Mr. Gardiner—The plaintiff states that Ezekiel was guarantor, and that is a promissory note.

His Lordship—But it is not stamped as a guarantee.

Mr. Gardiner—It is stamped as a promissory note.

His Lordship—It must be stamped both ways.

Plaintiff, continuing, said he sued Goldenberg on August 21st for the amount. On that day defendant called at Mr. Thomson's office and asked him to release Goldenberg on conditions that he would bring a buyer.

His Lordship—A buyer?

Mr. Gardiner—There is a question of cigarettes in it, your Lordship.

His Lordship—This is the first of the cigarettes.

Plaintiff stated that Ezekiel brought a man named Isaacs who was the buyer.

His Lordship (to Mr. Gardiner)—What are you suing on, a promissory note or a guarantee?

Mr. Gardiner—I will sue as a guarantor, and would point out that it is not necessary to have the guarantee in writing.

His Lordship—That is news to me.

Mr. Gardiner—Where the defendant has asked the plaintiff to release the principal it is not necessary to be in writing. Mr. Gardiner quoted the case of Goodman v. Chase; and, when his Lordship had read the section, said:—That is exactly what happened in this case.

His Lordship—It is exactly what didn't happen.

Mr. Almada—My friend has admitted the defendant got a buyer. The moment he got a buyer he was released. The surety is the buyer.

Mr. Gardiner—The defendant is the surety, my Lord.

His Lordship—You released your security, that's all about it. But let us get on; it's news to me.

Plaintiff said the defendant went to him and asked him to release Goldenberg as he (the defendant) had brought a buyer.

His Lordship—On condition he got a buyer?

Mr. Gardiner—There was no condition.

His Lordship—Supposing you hadn't got a buyer; he wouldn't have released Goldenberg. That is the condition.

Plaintiff—In the event of the buyer not paying \$200, Ezekiel promised to pay.

Mr. Almada—That is the case, my Lord; but it requires a written promise.

Plaintiff—Ezekiel paid \$100 of the \$200, and promised to pay the second \$100 in three or four days.

His Lordship—How did Ezekiel get any benefit out of the \$100 you are claiming?

Mr. Gardiner—He got the cigarettes.

Mr. Almada—Isaacs got them.

Mr. Gardiner—I will prove Ezekiel got them, and it is merely a ruse his putting Isaacs forward.

His Lordship—Where does Goldenberg come in.

Mr. Gardiner—He has nothing to do with this case now.

His Lordship—You said the defendant was guaranteeing Goldenberg?

Mr. Gardiner—Quite so.

His Lordship—Well, where is Goldenberg?

Mr. Gardiner—Released at the request of the defendant.

His Lordship—And you are suing on a promissory note. You cannot do it.

Mr. Gardiner—But I have to show it is a guarantee.

His Lordship—Pardon me, it is a promissory note.

Mr. Gardiner—I have got to sue on a guarantee.

His Lordship—Well, that upsets you. The plaintiff has been perfectly honest; but, unfortunately for him, honesty in this case is not the best policy.

Mr. Gardiner—I thought it was always.

His Lordship—Not in this case.

Plaintiff—The defendant came to me and wanted to give me \$100.

His Lordship—Well, you had better take it if you can get it! There will be judgment and costs for defendant.

Tuesday, November 6th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

CLAIM FOR HIRE.

The Kwong Hing firm sued Chan Shu to recover the sum of \$200, being as to \$100 part, thereof for the return of money deposited with the defendant as bargain money for the hire of defendant's cargo boat No. 693, and as to the remainder being the amount of damage defendant agreed to pay the plaintiffs on his failure to deliver the said cargo boat.

Mr. F. X. d'Almada e Castro appeared for plaintiffs, and Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) for defendant.

Mr. Almada, in opening, said the plaintiff firm carried on about three million dollars' worth of business yearly, and required a considerable number of boats. After the typhoon, some of their cargo boats were damaged and the firm employed a broker to arrange to hire some. This man arranged with defendant on terms of \$300 a month, and a deposit of \$100 was paid. While that was being paid the defendant agreed with the plaintiffs that if he did not deliver the cargo boat on the following day he would pay \$100 as damages.

After hearing the evidence his Lordship reserved judgment.

PARTNERS QUARREL; AND CREDITORS PROCEED.

Four actions were brought against Cheng Tsai and Cheng Lai, partners in the Chun Shing firm, in which the following firms sought to recover the amounts hereafter stated:—The In Hing Loong, \$394.33; the Wing Cheung Loong, \$55.90; the Kwong Cheung Loong, \$96.15; and the Kue Cheung Loong, \$268.76.

Mr. Otto Kong Sing appeared for all the plaintiffs, and Mr. Steavenson (of Messrs. Deacon, Looker and Deacon) represented the second defendant in each action.

Mr. Steavenson informed his Lordship he was not prepared to defend as the two partners had quarrelled, and he was unable to get them together to find out whether the amounts claimed were owing or not. He would therefore consent to judgment on behalf of the second defendant.

His Lordship gave judgment and costs to the plaintiffs in each action.

Wednesday, November 7th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

FIGHTING ON PRINCIPLE.

Chan Ching-ping, trading as the Tung Hang Yue firm, sued the Yau Hing firm to recover the sum of \$418.88 due on 17 tubs of bean oil.

Since the issue of the writ \$409 had been paid into Court, the defendants disclaiming further liability. The action was therefore continued to recover the sum of \$9.

Mr. Jackson (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiffs, and Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) for the defendants.

When His Lordship was ready to proceed Mr. Jackson stated that one of his principal witnesses was absent. He had evidently been misinformed, and had gone to the Magistracy.

His Lordship—Then I'll have to strike the case out. I had three cases like this this morning. Are you going on?

Mr. Jackson—I'll go on in anticipation of his arriving in time?

His Lordship—As you please. He hasn't gone to the Police Station, has he?

Mr. Jackson—No. To the Police Court.

His Lordship—That's all right, but I thought I'd like to know where he was.

Mr. Jackson—He hasn't been "had up" for anything (laughter).

His Lordship—You are suing for \$9. Why don't you take the money out of Court?

Mr. Jackson—My clients are fighting on principle.

His Lordship—You'd better take the money paid in.

Mr. Jackson—I understand it is customary in the oil trade to allow a reduction of one per cent on account of leakage. Delivery of this oil was taken in tubs, so that there was no leakage, and the defendants claim that they are entitled to this reduction.

His Lordship—It seems to me perfectly absurd to fight this case for \$9.

Mr. Gardiner—There is a counter claim for short delivery under this contract for \$18.50.

His Lordship—I cannot understand your fighting on.

Mr. Jackson—Personally I have no inclination to do so.

His Lordship—Your costs will come to \$90 or \$100. It is silly. However, go on; it does not matter.

Evidence was then called, after hearing which his Lordship gave judgment for the amount paid in, without costs.

Thursday, November 8th.

IN BANKRUPTCY.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

SERVICE OF BANKRUPTCY PETITIONS.

Re the Wai Tai Cheung firm *ex parte* Chan Pui Shiu.

His Lordship—There was a point in practice last day which I took down to consider with regard to the service of a bankruptcy petition in the case of a firm where the partners are not in the Colony. It is clear that under section 7 (1) that a creditor's petition may be served in the same manner as a writ of summons. Therefore in the case of a petition against a firm the service may be under section 485 (1): at the principal place, within the jurisdiction, of the business of the partnership upon

any person having control or management of the business. The case was argued as if this provision would be on any one who might be conversationally said to be in charge of the business, but I think this would do away altogether with the characteristics of service, especially so if the persons made bankrupt were out of the jurisdiction. I now refer to section 6 of the Bankruptcy Act, which makes use of the same expression: that an act of bankruptcy in the case of a firm may be committed in respect of an act in reference to the business of the firm by any partner of the firm or by any person having control or management of the business. The use of the same expressions makes it clear to my mind that the service of a petition can only be on persons who in the terms of section 6 (1) can commit an act of bankruptcy. It is clear the act of bankruptcy could not have been committed by the person whom it was desired to serve in this case—the assistant accountant. I think that section 6, although it does allow a firm carrying on business in the Colony to have an adjudication order made against it, does not alter the essential characteristics of a bankruptcy of a firm; that is, the bankruptcy of the individual partners. It is clear that some persons, not partners, may commit acts of bankruptcy, but they must be so intimately connected with the business that the act can be said to be an act of the partners themselves. In this case I say the assistant accountant could not possibly under any circumstances whatever commit an act of bankruptcy on the part of the firm. Therefore I think the service was bad.

Mr. Morrell—I understood your Lordship reserved your judgment on the point as to whether the business was carried on at the shop or not. This is quite a surprise to me. The object of service is to bring to the notice of the person you desire to make bankrupt, that a petition has been filed against him.

His Lordship—I don't think that is so.

Mr. Morrell—An act of bankruptcy has been committed in this case. A declaration was filed that the firm was unable to pay its debts by the managing partner. Whether the person served can commit an act of bankruptcy or not has nothing to do with it.

His Lordship—With that I quite agree, but the mere act that an act of bankruptcy has been committed does not entitle you to waive the precedence of service. Service must be on somebody who is a partner, or has the control and management of the business.

Mr. Morrell—This man was managing the shop.

His Lordship—That is not sufficient. The point of my judgment is this: that the use of the same expressions in the two cases, first as to service, that it must be on a person having control or management of the business, and secondly, that an act of bankruptcy can be committed by such person, that shows to my mind that service can only be on somebody who can commit an act of bankruptcy.

Mr. Morrell—Am I to take it from your Lordship's reading of the words "a person having control or management of a business" that such person to commit an act of bankruptcy must be a partner?

His Lordship—No. There are some acts of bankruptcy which can be committed by an agent, or by person having control or management. The law of service is not merely this: that because an act of bankruptcy is committed, therefore any notice is sufficient to serve the bankruptcy petition. Notice must be served absolutely on some definite person authorised by law. Whatever the law may be with regard to the service of writs, with regard to the service of a bankruptcy petition, the only man who can be served is the person who can commit an act of bankruptcy.

Mr. Morrell—I maintain that the service of writs and petitions is exactly the same under our own Ordinance.

His Lordship—It may be we have interpreted rather laxly, but as the two terms are used, that a certain person not a partner can commit an act of bankruptcy, and that a certain person not a partner can be served with a bankruptcy petition, I fear that according to the interpretation of those two provisions service must be on somebody who can commit an act of bankruptcy. After considering a good many cases I feel certain that must be the law.

RECEIVING ORDER MADE.

Re the San Cheung firm *ex parte* Luk Yuenam.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) who appeared for the petitioning creditor, applied for a receiving order. He said the case was adjourned from last day in order that figures might be obtained of the debtor's assets.

Mr. Wakeman, official receiver, informed His Lordship that the debtor put his assets down in his statement at under \$1,000. \$657 had been collected, and besides this there was a certain quantity of tin roughly valued at \$500, but of this very little would be left, and rent and other expenses had to be paid.

His Lordship—What are the alleged liabilities?

Mr. Gardiner—\$20,000.

The order was granted.

ANOTHER RECEIVING ORDER GRANTED.

Re Leung Yeung *ex parte* Leung Yuenan.

Mr. F. X. d'Almada e Castro, for the petitioning creditor, applied for a receiving order. He said the act of bankruptcy was suspension of payment of debts. Assets amounted to \$2,000, and liabilities to about \$3,000. One third of the debt, \$1,383, was due from Chung Shun-koo, but he was already bankrupt, and was offering a composition of 20 per cent.

The order was made.

MARINE COURT.

BURNING OF THE S. S. "HANKOW".

A court of inquiry to investigate the circumstances connected with the burning of the British steamship *Hankow* sat at the Marine Court on Nov. 6th. The inquiry was held at the request of Captain Branch, master of the *Hankow*. The court had for its members—Lieut. C. W. Beckwith, R.N., stipendiary magistrate; Lieut. H. Butterworth, H.M.S. *Tamar*; Mr. Edward Beetham, master of the British steamship *Empress of India*; Mr. Collin Hannah, British steamship *Sierra Morena*; and Mr. C. J. Mattock, master of the British steamship *Amara*.

The letter from Captain Branch calling for the inquiry and the authority from H.E. the Governor for calling the Court were read.

The President said he proposed as the voyage from Canton was uneventful that the Court should make searching inquiry, firstly, into the conduct of the officers after the fire was reported; secondly, into the fire arrangements of the s.s. *Hankow*; thirdly, into the stowage of cargo on river steamers; and, fourthly, into the general fire arrangements of river steamers with a view to making suggestions thereon.

Captain Branch, the first witness, having described the voyage from Canton on the night of the 13th October, said that after making fast at the wharf about ten minutes past three, the two watchmen came running along the starboard alleyway and reported that there was a fire aft. To the chief officer he remarked "Come along; let's see what's the matter." They took two fire buckets with them; and, on going aft, found the Chinese passengers crowding the gangway, both on the upper and lower decks. Arriving on the main deck he saw the fire coming up from the midst of a pile of matting—both flames and smoke. He ordered the chief officer to couple up the steam hose, situated on the engine room casing. Witness remained below with the watchman and endeavoured to pull some of the matting down to get at the fire. Meanwhile the fire was spreading rapidly and he ordered the watchmen to remain there and regulate the passengers and get them ashore quickly. This was at the main deck entrance. Seeing the rapidity with which the fire was spreading witness went on the upper deck to get the hose down quickly. On the shade deck he met the chief officer who reported that the engineers had been driven out of the engine room by the smoke and were unable to start the steam pump. Witness told him to couple up the after hand pump, and noticing the chief engineer emerging from the engine room, he asked him if it were possible to give them steam for pressure. The latter replied that it was impossible because no one could go near the engine room. Witness saw two lady passengers forward. They were very

frightened. He went up to them and they asked if there was any danger. He told them there was and put them on shore. Returning to the ship, he noticed that nearly all the first class Chinese passengers had left the ship. On getting down to the fire, he found the flames had spread so rapidly that the whole of the upper deck was on fire, shutting off the approaches to the women's quarters on either side. The gangway was blocked with Chinese and he endeavoured to hasten their going ashore and prevent undue panic. Witness could not get ashore for the crush there and had to go on the upper deck, satisfying himself on the way that there were no passengers in the saloon. The fire had penetrated as far as the ladies' saloon on the upper deck and finding it was hopeless to remain on deck he forced his way ashore. He returned immediately in the hope of saving his papers but without success.

By the Court—How many passengers do you think went ashore on the arrival of the vessel and before the fire was reported?—About 400 or 500.

Is it customary for the passengers to remain on board?—Yes.

Witness added that there was a constant stream of Chinese passengers using the three gangways from the time they made fast.

What are your fire arrangements when alongside the pier? How many pumps do you work?—It depends on the steam. There will always be sufficient to get pressure through the hose to cope with any ordinary fire, assisted by two Gossage's pumps with lengths of hose sufficient to reach any part of the ship.

Do you ever consider it necessary to exercise your crew at fire stations?—No; it has never been done.

Have you any printed fire instructions in any conspicuous place on the vessel?—None.

How do you expect your crew or officers to have any intelligent co-operation in the event of fire?—We carry a Chinese crew of 14. They are constantly changing, and we have strange hands on every trip. It would be extremely difficult to train men. In this instance they all left the ship in a body.

Surely you carry officers who do not change?—The second officers are changing every two or three months. Sometimes they only remain a week, being transferred to outside steamers.

The Harbour Master—I see the difficulty. But surely it would be possible to have 15 minutes' practice a week.

But what do you say to the question as to obtaining intelligent co-operation?—The officers are constantly in touch with the crew who are accustomed to use the hose.

And you think they would have sufficient co-operation to deal with a fire?—Yes.

Was it possible for any stowaway to get on the top of the matting unnoticed and by carelessness cause this fire?—Yes.

By Captain Beecham—When you sent for the hose did it ever arrive?—No.

How many steam connections could you get in the event of fire?—We could couple up three connections.

What became of your Chinese crew?—I did not see them again till after the fire.

Do you think if the Chinese had been drilled at fire stations as is customary in deep water ships that they would have been of any assistance to you in this particular instance?—I don't think they would.

By the Court—Do you think if there was a bugle sounded for them to fall in and they knew they would be dismissed if they did not, do you think that would have any effect?—No.

By Lieut. Butterworth—Suppose you had a fire alarm and the crew understood they would be dismissed if they did not fall in, would they have done so?—No; in this instance I don't think they would.

Captain Mattock—Don't you think it would be advisable with passengers on board to keep your electric light burning until they had left the ship?—No; I consider the lights provided are sufficient. The loss of life was caused by the passengers hanging on to their luggage. If they had left their luggage not a life would have been lost.

H. W. Holmes, chief officer, said he was talking to the captain at the forward gangway on the saloon deck when the fire was reported,

Both the captain and he ran aft to see where the fire was situated, and when they arrived at the after end of the main deck where the matting was stowed, he saw the blaze from the matting, about eighteen inches from the upper deck. The captain told him to couple up the fire hose. He ran for the key and made arrangements to get steam. Meeting the engineer, he followed him down to the engine room with the intention of using the fire branch which was situated on the outside of the engine room casing on the lower deck. On opening the engine room door a vast quantity of dense smoke rushed through. He then made his way with the hose to the small pump on the after end of the saloon deck. On his way along the saloon deck he met a Chinese sailor whom he took with him to help with the hose, but on reaching the after part of the Chinese first class saloon they could get no further owing to the heat and flames. From there he went forward to the first class saloon to see if he could render assistance to any passengers still on board. Finding no one there and realising it was hopeless to remain on board he went on the wharf to assist with the hose. There were no printed fire instructions on board the ship.

By the Court—How do you expect to get any intelligent co-operation with the remainder of your crew if you have no fire routine?—I should expect to direct the operations myself. The men are always changing. There are never the same people there from one week's end to another.

Have you any stations made out for abandoning ship in a case of fire or otherwise at sea?—No.

Lieut. Butterworth—Were all gangways made available for the use of the Chinese passengers and if so about how long after the fire was first reported?—The gangways were all in position about five minutes before the fire.

Could all the Chinese passengers use the first class gangway?—Only the first class Chinese passengers could use the forward gangway. The lower deck passengers could not.

By the Court—No body was there to say "you shall not use this gangway."

Walter Reynell, second mate of the *Hankow*, said he was going to his room when the fire was discovered. He noticed something unusual in his room and on going out met the first officer who was trying to couple up the fire hose. This was about three o'clock in the morning. Witness corroborated as to the position of the fire and stated that after looking at the first class saloon to see if any passengers needed assistance, he proceeded to his room to get his papers but found it impossible to enter. Afterwards he went on to the wharf to assist with the hose. Witness was asked similar questions as to fire arrangements on board the *Hankow*, and said he had seen a printed boat list on the ship but could not remember where.

By the Court—Are there special precautions for the stowing of matting on the passenger deck?—As far as possible we try to stack it up to prevent passengers getting at it.

Captain Beetham—What boat did this list appoint you to?—I think it was number three.

Captain Beetham—The list was not of much use.

J. D. Christie, chief engineer of the *Hankow*, said he came out with her in 1874 and rejoined her in 1883. They stopped stoking 20 minutes before reaching the wharf and allowed the fires to die out. That would permit them to have sufficient pressure on the fire mains. At 3.30 he could give forty pounds of pressure through each of the three nozzles. The electric lights were switched off about fifteen or twenty minutes after making fast, because that was long enough to enable the passengers who wished to leave the ship to get off. Asked similar questions as to fire arrangements on board, witness replied that they had no fire drill. With regard to co-operation between the engine room and the deck, steam was always available for pressure. When there were no fires lighted the hand pumps would be used.

How would you receive a message?—There is a speaking tube from the bridge but the messages are usually sent by messenger.

What happened when you went down to connect the fire mains?—I was nearly overcome with smoke and had to return back. I told the captain it was impossible to start the pump.

By Captain Beetham—The firemen had been there a long time. Some of them make the ship their home.

They know everything about the ship?—Yes. Did they help you at all?—Yes, but the thing happened so quickly that little could be done.

The Court then adjourned for tiffin.

On resuming,

Robert Thornburn, second engineer on board the *Hankow*, was called. He said he had been eight months on the ship. He was in the engine room when the fire alarm was given and he acted on the orders of the first engineer to switch on the electric light but the smoke and flames made it impossible to enter the dynamo room. He escaped through the stoke hole to the upper deck and went on shore, the ship being in flames. He assisted the firemen on the wharf with the hose. Witness stated there were no fire stations on board, neither had he seen any fire drill.

Thomas Nesbitt, third engineer, said he had been on the *Hankow* about three years. He was in his bunk when he was awakened by an unusual noise; and, on going out, learned that fire had broken out. This was about three o'clock. He returned to his room to save his papers, but the second mate told him it was impossible. The whole of the ship was on fire and he made his way to the wharf.

Do you know of any fire arrangements?—Yes, there are discharges below.

As long as there is steam up?—Yes.

Have you ever seen a printed boat list which would convey to you what boat you would go to in the event of the ship being abandoned?—Not on that ship.

Captain Branch, re-called, said there were no printed boat list on board the *Hankow*. He thought the second officer, who said there was, had confused the *Hankow* with some other ship. There was nothing unusual in carrying store braid or matting on the passenger deck. It had been done for years. There was no special precaution in carrying such matting except to stack it up and prevent passengers getting on top of it.

Captain Mattock—Have you any idea how the fire started?—No.

As far as you know there was only one fire?—Yes.

Lieut. Butterworth—Is smoking allowed on that deck on which the matting is carried?—It is impossible to prevent it.

The finding of the Court was, after a brief deliberation, read as follows: We find that the British steamship *Hankow*, of which Benjamin Branch is the master, left Canton on the 13th of October at 6 p.m. and after an uneventful passage made fast to her proper pier. The *Hankow's* cargo consisted of raw silk and straw matting. The straw matting was stowed amidships on the passenger deck aft. The *Hankow* carried on this trip 7 Europeans as passengers, 950 Chinese and 61 crew. That at 3 a.m. the ship was made fast alongside her pier and then certain passengers went on shore, although the greater part of them were remaining on board as is customary, until daylight. That at 3.7 a.m. the alarm was first given of fire amongst some straw matting stowed aft on the passenger deck. Strenuous efforts were then made by the master and officers to get at it and put it out, using buckets pending the arrival of the fire hose driven off the main boiler but without success owing to the tremendous amount of smoke which found its way into the engine room making it impossible for any one to remain down there. That the vessel was well found in fire appliances, pumps etc., which were constantly exercised for washing decks. That the master and officers did all in their power to save life and property but owing to the rapidity of the fire and the fierceness of the flames without much success. That the Fire Brigade turned out smartly and rendered every assistance supported by a naval pump under Lieut. Anderson of H.M.S. *Flora*. That we, the court, are of strong opinion, as a precautionary measure, that all cargoes of light texture, such as straw braid or matting, when carried should be so stowed under hatches or blocked off or screened off in such a way as to be impossible of access by any passengers. Also we consider that the ordinary fire arrangements and boat stations should be hung up on a printed form

in some conspicuous part of each vessel in these river steamers and the fire arrangements should be exercised and logged once a week, so that in the event of fire some successful effort might be made to cope with it on board. This, in the opinion of the Court, can only be done by constant practice with the crew and would take some fifteen minutes weekly if properly organised. We deplore and regret the immense amount of life lost, but after searching inquiry we consider that everything was done that could be done to save life by the master and officers under the circumstances. Therefore the Court absolves the master and officers from all blame.

Thursday, November 8th.

BEFORE LIEUT. C. BECKWITH, R.N.,
(MARINE MAGISTRATE).

INCOMPETENCY AND NEGLIGENCE.

Mr. F. Gibson proceeded against Ng Hi, master of the steam launch *Yan Wo* on charges of incompetency and negligence in navigating his vessel in the waters of the Colony on the 6th instant.

Prosecutor stated that on November 6th he was working at the E and H buoys with a diver down in the water. The regulation red flags of the diving junk were flying. During the course of the day defendant's launch passed inside the red flag four times at a high rate of speed causing such a wash as to endanger the lives of the men who were working below. Witness shouted and waved to the launch, but no notice was taken. Defendant appeared to think it was a good jest to see the diving lighters in violent motion. Witness had constantly complained to the harbour Master about the disregard shown to his orders re steamboats under way when seeing the red flag.

Defendant denied passing anywhere near the red flag, but after hearing further evidence his Worship considered the case clearly proved, and taking into consideration the number of accidents that have occurred lately to divers owing to the negligent and wilful disregard of instructions by the coxswains of launches, he considered the defendant to be guilty of gross incompetency in the performance of his duty, and suspended his certificate for six months.

Similar charges were preferred against Li Muk, master of the steam launch *Fan Sun*, and Cheung Shing, master of the launch *Lee Sang*.

On the evidence adduced his Worship found the defendants guilty, suspended the certificate of the former for one month, and that of the latter coxswain for four months.

POLICE COURT.

Friday, November 2nd.

BEFORE MR. F. A. HAZELAND (FIRST
POLICE MAGISTRATE).

ILLEGAL PARTITION WALLS.

The Building Authority proceeded against Fung Chun-yuen, the owner of four houses in Hill Street, for unlawfully neglecting to comply with the requirements of a notice requiring him to remove the whole of the iron partition walls which had been erected in contravention of the requirements of section 222 of the Public Health and Buildings Ordinance, 1903.

Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and Mr. M. W. Slade, instructed by Mr. Steavenson (of Messrs. Deacon, Looker and Deacon) appeared for defendant.

Mr. Slade pleaded that defendant had been previously convicted of this offence.

Mr. Bowley stated that the defendant in this case was charged with failing to comply with a notice served upon him under the Building Ordinance requiring him to remove a partition from certain houses in Hill Street of which he was the owner. On March 20th Building Inspector Hutchins observed that certain iron partitions had been erected without notice of intention to put them up having been lodged, or plans having been deposited with the Building Authority with respect to them. On March 29th Messrs. Palmer and Turner filed the usual notice of intention to erect iron partitions which had already been erected,

but they deposited no plan. On April 10th the Building Authority served notice on the defendant to remove these partitions on the ground that they were contravening section 180 of the Building Ordinance which referred to open space at the rear of buildings. On May 5th that notice was withdrawn and Messrs. Palmer and Turner submitted certain plans showing the iron partitions on the floor of each building. They were submitted for the Building Authority's approval, but have not been approved. On June 29th a notice was served calling on the defendant to remove the iron partitions as contravening section 230, but that notice your Worship held was a nullity, but convicted the defendant of a breach of the Ordinance and fined him \$100 under section 259.

Mr. Slade stated that when his Worship convicted the defendant they were dealing with section 239.

An argument followed regarding the section under which the fine was formerly imposed, and all parties eventually agreeing, a clerical error in his Worship's decision was corrected.

Mr. Bowley, continuing, stated that on September 8th a notice was served calling on defendant to remove the partitions as contravening section 222, but no notice was taken of that order. The machinery for dealing with such a nuisance was laid down in section 23, wherein it was stated that whenever the existence of a nuisance was brought to the attention of the Building Authority an officer should issue a notice specifying it, and the manner and time it should be abated. For neglect to comply with such a notice a person could be summoned before a magistrate. The speaker was present to apply for an order directing the defendant to abate a nuisance. The defendant had been previously convicted of contravention of the Ordinance. The previous conviction was delivered on the 31st July, whereas the offence charged in the present summons was committed on September 8th. Therefore Mr. Bowley submitted that the plea of *res judicata* had no power whatsoever in the case, and he understood all the facts were admitted.

Mr. Slade stated that all the facts were absolutely admitted, but the learned Crown Solicitor had, with much ingenuity, slurred over the points of law. The rule of law was that nobody should be twice convicted for the same act. If an act was committed which could be dealt with under various Acts of Parliament or various sections of various Acts of Parliament, and one was selected for proceeding against a person, that person could not afterwards be proceeded against under another section or another Act of Parliament. A man who has committed an offence and is punished, cannot again be convicted in a criminal court in relation to those facts. The authorities were clear beyond doubt. The act complained of in this case, and for which the Crown Solicitor was asking for the penalty that several thousand dollars worth of work should be pulled down, was having erected these buildings without having obtained the provided consent. It must be perfectly clear to his Worship that this was a proceeding something remarkably analogous to spite on the part of the Building Authority, because, if there had been any single section of the Ordinance which those partitions had contravened, there would have been a building notice served relating to the contravention of that section. If his client chose to take an action against the Building Authority in a higher court for a mandamus to compel him to approve those plans, he would be obliged to do so. They were absolutely legal, but he would not approve them because the building was erected without his approval. For that offence the defendant was fined \$100, and now the Crown Solicitor appeared again and asked his Worship to order the man to pull down those buildings for precisely the same offence. It was not a case of continuing a nuisance. The nuisance was the act done in not complying with the Ordinance. The buildings did not continue to break the law. The breach of the law was committed in their erection, and in that only, and counsel submitted that the matter could not be dealt with in any other way by the Court. Mr. Slade then proceeded to quote authorities in support of his contention after which,

Mr. Bowley said that one of the maxims lawyers learned in their legal nursery was that nobody could be tried twice for the same offence. The present case, however, was entirely different to any of those quoted by Mr. Slade. The Building Ordinance contained two sets of provisions for enforcing the law. One was by proceeding against the person, and the other by proceeding against the property. On this occasion he was asking his Worship not to proceed *in personam* to punish the defendant, but to get these partitions removed. He asked this under quite a different set of provisions, because he contended they were a nuisance under the Ordinance. The Director of Public Works, who was the Building Authority, had considered the plans and refused to approve of them. The Police Court was not a place wherein that decision had to be questioned. It was provided that appeals should be made to the Governor-in-Council.

Mr. Slade—There is no question of the discretion of the Building Authority.

Mr. Bowley—If it was a question of the discretion of the Building Authority he has exercised it.—Proceeding, he said the question before the Court was how the nuisance which existed was to be removed. It was admitted that the partitions were commenced without depositing the plans, and section 229 laid down about any building or works whatsoever hereafter commenced in contravention of any of the provisions of the Ordinance. In this case they had a very clever exponent of the art of passive—he might say active—resistance. The defendant had defied the law for six months and the speaker did not see why the time of the Court should be longer wasted. He submitted that the cases quoted by the defence were utterly irrelevant, and asked that the law should be enforced to remove these illegal partitions under the Building Ordinance.

His Worship intimated that he would first decide the question of *res judicata*, and adjourned the case *sine die*.

A CARGO BROACHER.

A coolie was charged with the larceny of a number of singlets from the German steamer *Vandolia*.

Evidence showed that he was working in a cargo boat alongside the steamer, that he boarded the steamer, descended into the hold, broached a case and removed a quantity of singlets.

His Worship sentenced him to six weeks' hard labour and six hours' stocks.

A DEAL IN COAL.

S. Michel, who described himself as a Turkish merchant, and I. Shreida, who said he was a rent collector, were arraigned on the charge of stealing \$110 from Yuk Ting, manager of the Ting Cheong firm of 151 Des Vœux Road Central.

It is alleged that when the defendants entered complainant's shop one introduced the other as a captain wishing to buy coal. Negotiations were entered into, and apparently were brought to a satisfactory termination. Then the captain asked the shopkeeper to oblige him by changing some money, and to give him the change, if possible, in Chartered Bank notes. The manager took a lot of money out of his safe, and proceeded to search for the special notes. Dropping one on the floor, he stooped to pick it up. As his head arose above the counter again he saw the merchants disappearing through the door, and subsequently missing \$110, he reported the matter to the police, and the men were afterwards arrested.

The case was remanded, the defendants being admitted to bail in the sum of \$250 each.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

A DANGEROUS PRACTICE.

Inspector Langley proceeded against two native seamen for making fast to the s.s. *Hoiching* while that vessel was under way.

The Inspector asked his Worship to impose the full penalty as the practice was a dangerous one and should be stopped.

Each of the defendants was fined \$5.

THE KING'S BIRTHDAY.

The flags which fluttered from most flag-staffs in the city on Nov. 9th, and adorned the shipping in port, heralded His Majesty the King's 65th birthday. To celebrate the occasion in Hongkong the usual review was held at Happy Valley. Being a public holiday, the exchange banks, government offices, and the majority of local firms were closed.

At an early hour in the morning the tramcars en route for Happy Valley were packed with sightseers while there was not an idle ricksha on the many stands. People were flocking to the scene of the manoeuvres notwithstanding the threatening weather, which fortunately cleared before the officer commanding arrived.

The natural beauties of the large amphitheatre would of course have been seen to greater advantage under brilliant sunshine, but though this was lacking, the presence of the three thousand armed men gave to the surroundings an animation and a picturesqueness that made the occasion memorable and made the event stand out as one of the most attractive scenes witnessed in Hongkong. Certainly the eyes delighted to rest on the picture formed by the large assembly of the "soldiers of the King." The turbaned sons of India looked as they always do, thorough warriors, and worthy to take their place with the older regiments of the British army. Altogether a finer body of men and a more imposing spectacle could not be desired. It appealed to all sections of the community, and as usual the Chinese were present in thousands and added to the babel of sounds that came from outside the enclosure. For the second year in succession there were none of the men in blue on the field, and comment was made that the navy should have been represented.

The troops were drawn up on the race course. They were formed up in two lines, in the first being the

Hongkong Volunteer Troop,
Royal Garrison Artillery,
Royal Engineers,
2nd battalion Queen's Own Royal West Kent Regiment,
3rd battalion D.C.O. Middlesex Regiment,
Hongkong Volunteer Corps.
The second line was composed of the
H.K.S.B.R.G.A.,
119th Infantry,
129th Baluchis.

The 295 guns were posted on the racing track on the right flank of the first line, while the bands were massed in the rear of the centre of the division under senior bandmaster Calthorpe of the Middlesex regiment. It was unfortunate that the King's representative was unable to attend to review the troops, but in his enforced absence the officer commanding, Colonel Darling, occupied his post at the saluting base. The units on parade comprised 26 members of the H.K.V.T., 411 of the R.G.A., 161 Royal Engineers, 320 of the Royal West Kents; 392 of the third Middlesex; 3 of the R.A.M.C.; 140 of the Volunteer Corps; 350 of the H.K.S.B.R.G.A.; 653 of the 119th Infantry; 598 of the 129th Baluchis; and 4 of the Indian Medical Staff: in all a total of 3068 rank and file.

At the appointed time Colonel Darling arrived accompanied by his staff, the members of which were Major Ross, M.J.S., Captain Joxling, D.A.A.Q.M.G., and Lieutenant McLean, A.D.C., 129th Baluchis.

When the inspection of the ranks had concluded the feu de joie opened. The mountain battery fired a salute of 21 guns each seven shots being punctuated by the rifle fire of the different companies. After the smoke cleared the colonel gave the order—"Three cheers for the King." Needless to say there was not an order of the day obeyed with more alacrity and good will. Helmets were removed and the voices of the troops in unison burst forth in three ringing cheers, the prolonged echo of which reverberated among the hills.

Then followed the march past. The officer commanding and his staff took up their position by the saluting base, and to the strains of their regimental airs the various companies marched past, the standard-bearers of those which possessed them carrying their

colours on high. The marching on the whole was excellent, and as squad after squad passed the base, showing an even front and a straight line of cold steel, they were heartily cheered by the large crowd of civilians in attendance.

The march past finished, the troops were formed up in review order and afterwards marched off the ground, the Kowloon soldiers embarking for the mainland and the local men returning to barracks.

SILVER JUBILEE OF ST. JOSEPH'S COLLEGE.

On Nov. 3 one of the premier educational establishments in this colony, the St. Joseph's College, celebrates its silver Jubilee. It was on the 3rd November, 1881, that the foundation stone of the present handsome building was laid by the then Governor, Sir John Pope Hennessy; but the Christian Brothers, whose sole avocation, the teaching and training of boys, is known and who have schools and colleges all over the world, first arrived in Hongkong in 1875 at the invitation of the then Vicar Apostolic of Hongkong, the much respected Bishop Raimondi. They taught for a year in the old St. Saviour's School, which was located next to the old Roman Catholic Cathedral in Wellington Street. In June, 1876, St. Joseph's College was formally opened in the building in Caine Road, now known as Buxey Lodge, the present residence of Mr. H. N. Mody. The attendance rapidly grew larger and larger, and in a few years this building was found to be getting overcrowded and entirely unfit for the accommodation of the large number of boarders and day scholars. The present admirable healthy and commanding site was secured through the instrumentality of the late Bishop Raimondi. The present building was originally a two-storied one, and as boarders and day scholars began to increase in numbers as the popularity and reputation of the College became more widely known, the Brothers decided to add another story in 1898; and again in 1902 it was further found necessary to add two new wings, with the result that St. Joseph's College is now one of the handsomest buildings in the Colony, providing excellent and most comfortable accommodation to both boarders and scholars alike. St. Joseph's College has the reputation of having turned out some very clever pupils, many of whom are now occupying responsible and lucrative positions in different parts in China and Japan, to the credit of themselves and their teachers. The following is a brief summary of the doings of the college since its opening. The first enrolment was only about 125; at present it is over 300. The boys were presented for the Oxford Local Examination in 1891, but for some reason they were not presented for the next four following years. From 1896 and since then they have been presented regularly and the results have been satisfactory, as can be seen from the fact that 28 boys received the senior certificate, one with third class honours and distinction in religious knowledge, 37 got the junior certificate and 40 the preliminary, one with third class honours and distinction in geography. When the Government scholarship was in existence the College secured it in 1892, and last year the Governor's prize of \$100 for hygiene was secured by a boy of the College.

To mark the completion of its first quarter century, His Lordship Bishop Pozzoni said Mass in the College chapel early this morning, and this afternoon there will be Benediction in the Cathedral. In the evening Brother Sylvester, the present director and his staff of teachers will be "At Home", when an entertainment will be given by the boys for their parents, and friends of the College.

To mark this occasion an entertainment was held in St. Joseph's College on November 3rd, and needless to say the attendance was very large, the parents of scholars and their friends appearing *en masse*. The college was illuminated with Japanese lanterns, and across the front of the building they were arranged to read "St. Joseph's College, 1881—1906," presenting a striking appearance at night. At the concert the Rt. Rev. Bishop Pozzoni presided, and before the programme was proceeded with a congratulatory telegram from past pupils of the College at Shanghai was read.

Then songs, sentimental and comic, recitations and operettas were given by the pupils, and appeared to be greatly appreciated by the audience, who before departing were prevailed on by the Christian Brothers to partake of their hospitality.

STRUCK OUT.

FORGETFUL PLAINTIFF PAYS COSTS.

In the summary jurisdiction of the Supreme Court on November 7th three cases were set for hearing before His Honour Mr. A. G. Wise. The plaintiffs in each were the Pharmacy, trading as Fletcher and Co., and they sought to recover from three partners a sum of \$50 each, being balance of unpaid capital of partnership monies. Just before the Puisne Judge took his seat on the bench Mr. Kong Sing discovered that the plaintiff had forgotten the partnership book, and despatched him and a clerk for it in hot haste. When His Lordship was ready to proceed the book had not arrived, and Mr. Kong Sing apologised and stated that he had sent a clerk for it.

His Lordship—I am not going to sit here while your clerk chases about town for a book.

Then Mr. Kong Sing went to the door to see if the clerk was in sight, and shortly afterwards returned into Court and stated that he could not see him.

His Lordship—I am very sorry for you Mr. Kong Sing, but the cases will be struck out with costs. You can apply in Chambers on Saturday for their restoration. The Court cannot be treated in this way.

APPOINTMENTS.

The following appointments are notified in the *Gazette*:—With reference to Government Notification No. 94 of the 7th February, 1906, the Honourable Dr. J. M. McKinnon and E. Ormiston have been elected lay members of the Church Body, St. John's Cathedral, in place of H. W. Slade and J. Whittall, retired.

His Excellency the Governor has been pleased to appoint Henry Hessey Johnson, Gompertz to act as Attorney-General, with effect from the 1st November, 1906, until further notice.

His Excellency the Governor has been pleased to appoint Charles Alexander Dick Melbourne to act as Second Police Magistrate, with effect from the 1st November, 1906.

With reference to Government Notification No. 646 of the 30th July, 1906, His Excellency the Governor has been pleased to appoint, under Section 3 of the Public Health and Buildings Amendment Ordinance, 1903, (Ordinance No. 22 of 1903, Lieut.-Col. J. M. Reid, R.A.M.C., to be a member of the Sanitary Board, in succession to Lieut.-Col. C. L. Josling, R.A.M.C. resigned.

The following appointments are notified in the *Gazette* published on Nov. 9th:

His Excellency the Governor-in-Council has been pleased to appoint Arthur Chapman to be Secretary to the Commission instituted for the purpose of conducting an enquiry into certain matters set forth in Government Notification No. 390 of the 10th May, 1906, in succession to Cyril Francis Wogan Bowen-Rowlands, on leave, with effect from the 1st instant.

With reference to Government Notification No. 837 of the 5th October, 1906, His Excellency the Governor has been pleased to appoint the undermentioned to be members of the Committee for the Wong-nei-chong and Queen's Recreation Grounds:—

Military Representative: Major H. J. Kelsall, R.G.A., vice Capt. I. R. S. S. Inkwin, A.S.C.; Golf Club Representative: Mr. D. B. Murray, vice Mr. C. G. Burnie.

It is hereby notified that His Honour Sir Francis Taylor Pigott, Knight, Chief Justice, has by commission signed by him, appointed Robert Henry Arthur Craig, Esquire, Assistant Superintendent, Victoria Gaol, to be a Commissioner to administer oaths and take declarations, affirmations, and attestations of honour in the Court, so long as he shall hold the said Office of Assistant Superintendent of Victoria Gaol as aforesaid.

ARTS AND CRAFTS EXHIBITION.

(Daily Press, November 3rd.)

Success has continued to attend the exhibition since its opening. On Thursday the visitors must have numbered considerably over 2000, and the public interest was well maintained throughout yesterday. In the morning 200 boys from the public schools visited the exhibition by arrangement made by Mr. Irvine with the Colonial Secretary. They were admitted for 20 cents each. Those responsible for the exhibition would have been prepared to forego any such charge were it not that the insurance of the articles renders such a proposition unwise at present.

So far there have only been two complaints—one the damage of a lens lent by Messrs. Lazarus and the other the abstraction of a small exhibit, but greater police assistance has been obtained, so that there should be no further mishaps to add to the responsibilities of the secretary. H.E. the Governor did more than open the exhibition. He judged the exhibits in section five and spent a considerable time over the work. Mr. Choa Leep Chee was unsparing in monetary and personal assistance, while Mr. H. O. Kom Tong was not behind with his magnificent gift of medals. It was through his liberality that all the medals were supplied. Among the most energetic workers were Mrs. Marchant and M. Liebert, the French Consul.

To-day the children of the French Convent will visit the exhibition.

(Daily Press, November 5th.)

On Saturday evening the Arts and Crafts Exhibition in the City Hall was again favoured with a large and appreciative number of visitors. The various portions of the spacious building presented an animated and picturesque appearance, and the charming selection of English music rendered by the band of the Royal West Kent Regiment added to the pleasures of the evening. The exhibition was opened yesterday in the afternoon and evening, and many took advantage of the occasion to inspect the beautiful and interesting exhibits as well as to enjoy the sacred music played by the R.W.K. band.

DARING ROBBERY IN THE CITY.

It seems almost impossible to believe that in broad day-light robbers should be able to enter a house in such a populous part as Elgin Street and escape detection. Yet this actually happened at about midday on Thursday.

The house in question was occupied by the compradors of Messrs. David Sassoon and Co., and as it happened, both the comprador and his wife were out at the time, only the amah being at home. Three men knocked at the door, which was opened, and one of the gang explained that they had called to repair the water piping. They were admitted, but as soon as the door closed the amah was seized by the throat, rag was ruthlessly shoved into her mouth to prevent her crying out, and she was bound. Then the robbers turned their attention to the goods and chattels and after thoroughly ransacking the house, departed with jewellery and other things valued at \$156. The amah was found in her helpless plight when the comprador returned home, and as soon as she was freed related her story which was subsequently told to the police. They have the matter in hand, but so far no arrests have been made.

CHINESE GIRL'S SUICIDE.

A Chinese woman, 18 years of age, residing at 7, Wanchai Road, committed suicide on Nov. 8th by taking an overdose of opium. Her uncle had recently bequeathed her some property in Canton, and when she proceeded there a few days ago to take possession, she learned that her brother, who also bequeathed under the same will, had disposed of the property, including her share, and absconded. She returned to Hong-kong and took her life yesterday as stated. Her father-in-law was awakened about 4 o'clock in the morning by hearing her vomiting, and on rushing to her room discovered the state of affairs. They sent a messenger for a doctor but one could not be found till seven o'clock, by which time the woman had expired.

THE "BUELOW'S" MAIDEN TRIP.

The latest addition to the Norddeutscher Lloyd's Far Eastern fleet arrived in port on Nov. 7th, and as she lay at the wharf at Kowloon she was an object of interest to many. And naturally so. Like all the other ships belonging to this Company known out here, the *Buelow* represents the acme of luxury in sea travel. Though not quite so large as the *Prinz Ludwig* and other immediate predecessors, she does not fall short of them in the comfort and convenience which she provides for passengers. Indeed on the *Buelow* travellers will find they are much better catered for than they would be on land. There are nice cabins, single and double berthed, fitted with electric light and electric fans. They are ideal for travel in the tropics, while comfort and privacy are assured; the saloons, smoke rooms and music rooms bespeak happy hours on the long journey, which is now being robbed of all its dreariness by the splendidly equipped ships that are now put on the route. And not the least important is the excellent cuisine, which is ample for the healthiest appetite and stimulating to the fastidious or sickly.

A visit of inspection to this ship is full of interesting revelations. Noting the patent davits which permit of the easier launching of the boats in stormy weather, and the horse shaped lifebuoys which can be more readily put on than the circular ones, one learns that every preparation has been made for emergencies with water tight compartments, operated from the bridge deck by clever mechanical contrivances—which by the way are exercised every day—the ship presents every measure of safety that can be devised. Alarm bells, etc., are part of the general system of perfect organisation that obtains here. On the sun deck are the captain's and officers' quarters and passengers' rooms. The dining saloon, which is a little higher and wider than that on the sister ships, is a model of good taste. It is beautifully panelled in white and green, and is delightfully cool and comfortable. Its dome rises to the upper deck, and at the skylight is a portrait of the German hero, General von Buelow, who gives his name to the ship. The ladies' saloon on the promenade deck has been artistically treated, its silk panels of white and blue having a very pretty effect. In the first class smoke room there are very attractive pictures in porcelain representing German and European scenes. The carved wood work and the panelling are unique. They blend very well with the general scheme of decoration. The second class saloons have not received the same lavish treatment but they are attractive and comfortable. Both the first and second class promenade decks are clear of cargo machinery. They are spacious and afford ample scope for exercise and games. In this connection mention should be made of the gymnasium situated on the upper deck. The word gymnasium usually connotes facilities for various forms of more or less violent exercise, but in this instance it means something that does not call for the same amount of energy and is equally, if not more, beneficial. Here one can enjoy the sensations of horse riding, camel riding, cycling, and various forms of massaging, and no matter the age or sex, every passenger can spend a pleasant and profitable time in this room every day. All the appliances are worked by electricity. The third class cabins are in the fore part of the vessel, and they, too, are marvels of accommodation for little money. It is worthy of mention that the baggage is in charge of a special officer and is accessible every day.

Built at Bremerhaven and launched this year, the *Buelow* has made a successful maiden trip. Her length is 481 feet, breadth 57½ feet, depth 39 feet, registered tonnage 9,028 tons. Her indicated horsepower is 6,100 and though she was only built for a speed of 14 knots an hour she makes 15 knots. She has accommodation for 108 first-class passengers, 11 second, and 214 third. Besides having a nursery for children she has special accommodation for servants. Her crew numbers 210, and needless to say her officers are courteous and those who look after the comfort and convenience of the passengers are not remiss in the discharge of their duties.

HONGKONG TYPHOON RELIEF FUND.

Mr. H. Hunter, the Hon. Treasurer, acknowledges with thanks the following subscriptions:

Already acknowledged \$224 770.74	
Dodwell & Co., Ltd.	2,000
Proceeds Typhoon Relief Fund	
Entertainment...	1,355
Municipal Commission, Saigon	1,000
F. Pabaney	1,000
Talati & Co.	300
Tata & Co.	300
A. Ebrahim & Co.	250
M. H. E. Elias	250
N. Mody & Co.	250
Cawasjee Pallanjee & Co.	250
Phirozsha B. Petit & Co.	250
Hon. Mr. H. E. Pollock	250
P. F. Talati	250
C. Abdoola & Co.	201
Captain, Officers and ship's Co. of H.M.S. "Terrible" and Gen. Sir J. F. Owen, K.C.B. and Staff	187
Staff of Kowloon Docks	156
R. S. Womwalla	150
C. A. Camroodin	100
Maj. Gen. Villiers-Hatton, C.B.	100
Admiral of the Fleet, Sir Edward H. Seymour, G.C.B., O.M., G.C.V.O.	50
Hon. Mr. A. W. Brewin	50
A. G. Cousis & Co., Cairo/Malte "Isis" Cigarette Manufactory £5	44
Officers H.M.S. "Astraea"	38
Manager and Staff, Steam Laundry Co. Ltd.	34.45
C. M. G. Burnie	25
F. Rahim & Co.	25
Capt. Fitzwilliams, A. S. C. £2 2/-	18.26
D. H. Cooper	15
Underwood & Underwood	10
Chief Engineer's Dept., Naval Yard Additional Subscription	8.10
Commander Somerville, R.N.	5.79
Miss Doberok	5
Amoy Community.	
M. 'Brien Butler	\$25
W.	5
Ho Thai	25
Phwan Sian Tong	20
J. Macgowan	10
Miss L. M. Duryee	10
Mrs. M. E. Talmage	10
Miss M. E. Talmage	10
Teck Ban Cheong, Amoy	10
Dr. E. N. Tribe	10
Cuan Jieng	10
A. J. M. Fauque	5
H. Thomson	5
H. J. P. Anderson	5
Miss K. M. Talmage	5
P. W. Pitcher	5
Miss H. Lecky	5
W. McGregor	5
The following amounts received from Tung Wah Hospital:—	
The China Merchant S.S. Company, Shanghai	1,388.89
Chinese Merchants in Kampa, Perak	1,000
Queen's College, 2nd collection	361.26
Kwong Cheung Loong's subscription list	190
Yu Wo Loong	200
Sui Kee Fung Kee	150
Fook Loong	100
Lai Yuen	100
Tong Lai Chuen	100
Ho Ngok Lau	100
Ka Lee To	100
Anonymous	100
Nippon Yusen Kaisha	100
Wong Lun	100
Li Ping	100
Pang Shu Tong, Singapore	100
Mui Fook Tong, Singapore	100
Wai Yuk Hospital, Tungkoon	100
Ng Hok Fong	50
Anonymous	50
Miss Lau Shi	50
Yee On	50
Yee Woo	50
Wing Cheung	50

Tak Cheung Loong	50	Fung Shing Loong...	50
A Ling & Co.	50	Kwong Wan Cheung	50
Heung Cheung	50	Lok Nga Shan Fong	50
Wing Sun	50	Po Fung Hong	50
Yee Sang Fat	50	Anonymous	50
Hing Cheong	50	Wang Cheong	50
Se Hing Loong	50	Miss Chung Shau Wa	50
Shun Kee	50	Lok Kwan School	42
Shau Cho Tong	50	Man Fung	40
Man Yik Tong	50	Kee Mew	40
Po On Tai	50	Ho Ping Kee	40
Yat Cheong	50	Kwong Shun Tai	40
Pang Yu Tai	50	Kam Lee Yuen	40
Fung Tang Kee	50	Wing Wo Cheong	40
Chun Loong Sang	50	Yu Wing	40
Tai Hing	50	On Tai	40
Woo Fung	50	Sang Yuen	40
Kwong Wo Loong	50	Ku Yuen	40
Tai Chan	50	Sui Kee	40
Yan Woo	50	Kwong Yuen	40
Sui Cheong	50	Chin Hing Wan	40
Yee Cheong	50	Kwong Cheong Yuen	40
Nam ing	50	Tai Hing	40
Him Woo	50	Tai Yick	40
Wing Fung Loong	50	Kwong Wing Cheong	40
Chee Woo	50	Chan Shun Cheong	40
Cheong Loong	50	Tye Yick	40
Chap Yik	50	Yee Shun Yuen	40
Fook Cheong Hing	50	Kwong Yee Hing	40
Hing Kee	50	Man Fook Cheong	40
Shun Shing	50	Ying Fat Yuen	40
Wing Cheong Shin	50	Him Woo	40
Hang Hing Tai	50	Hang Mow	40
Compradore of A. R. Marty	50	Ku Cheong	40
do. P. & O. S. N. Co.	50	Yuk Ying School	38.50
do. International Bank	50	Fook Yuen	35
do. Yokohama Specie Bank	50	Kam Sun	30
Wong Shin Kee	50	Kwong Cheong	30
Wo Lun	50	Chee Cheung Wo	30
Wang Fung	50	Wing Cheung Kut	30
Chau Yu Ting	50	Compradore of Siemssen & Co.	30
Li Kin Tong	50	Sang Cheong	30
Leung Hin Cho	50	Sun Tung Cheong	30
Leung Ching Po	50	Miss Ma Shi	30
Compradore David Sassoon & Co.	50	Yee Hing Cheung	30
do. Bradley & Co.	50	Kwan Cheong Woo	30
do. Reuter Brockelmann & Co.	50	Hang Shun Yick	30
do. E. Pabaney	50	Kwong Yu Yuen	30
do. Bank of Taiwan	50	Kam Loong Tai	30
do. Hongkong, Canton & Macao Steamboat Co.	50	Kwong Sang Shing	30
Compradore of Sander, Wieler & Co.	50	Sun Fat	30
Cheong Loong	50	Kwong Woo	30
Mrs. Lau Pang Shi	50	Sang Fat	30
Mrs. Lau Li Shi	50	Sam Yick	30
Wong Tsu Yam	50	Yeung Ki Yuen Tong	30
Chan Oi Ting	50	Compradore of S. J. David & Co.	30
Shun Cheong	50	Fook Yuen	30
Kwong Chui Wing	50	Wing Hop	30
Tai Chuen	50	Anonymous	30
Lee Cheong	50	Wing Sang	30
Ying Lee	50	Wo Loong	30
Yee Cheong Loong	50	Hang Mow Tai	30
Yu King Shu	50	A Friend	30
Ng Po Kwan	50	Wing Fat	30
How Cheong Yuk	50	Chun Shing	30
Kwong Chan Hing	50	Loong Shing	30
Sun Kwong Loong	50	Wo Fat	30
Tung Yu Yuen	50	Po Tai	30
Hop Wo Cheong	50	Kung Cheong	30
Kwan Yuen	50	Chun Mee	30
Kwong Cheong Hong	50	Tung Shun Wo	30
Him Shun	50	Kwong Mow Loong	30
Kam Wo Chan	50	Kwan On	30
Kung Foon Chan	50	Hip Kut	30
Ho Wai Lan	50	Ming Fat	30
Tso Chiu Wo	50	Nam Chui	30
How Tak Cheong	50	Kwong Man Wo	30
Fook Wo Cheong	50	Lun On Company	30
Wing Tang Hing	50	See Cheong	30
Wing Cheong Tai	50	Kung Hing	30
Lun Loong	50	Kin Yick Fung	30
Yuet Loong Chan	50	Sun Sui Loong	30
Yuet Loong	50	Chan Hing Chan	30
Shun Loong	50	Man Chau	30
Yu Loong	50	Po Yuen Kung	30
Wang Loong	50	Fook On Cheong	30
Hang Fat	50	Fook Loong	30
Sam Loong	50	Fook Hing	30
Wai Loong	50	Ching Cheuk Nam	30
ing Loong	50	Chin Lai Sang	30
Lo Cheung Shiu	50	Sang Yuen Loong	30
On Hing	50	Wang Cheong	30
King Nam Hing	50	Po Hing	30
Kung Wo Cheong	50	Man Shun Wing	30
Wing Yee Cheong	50	Kwong Ching Cheong	30
Sun Wa Loong	50	Kung Shun Loong	30
		Hing Fat	30
		Yee Cheong	30

Tak Cheong Wo	30
Tung Nam Tai	30
Kung Fat Cheong	30
Hang Wo Wing Kee	30
Lun On	30
Kwong Hing Cheong	30
Mae hun	30
Mac Hop Yuen	30
Wing Tang Fook	30
Wing Sun Wo	30
Fung Yuen Hing	30
Sui Ying Cheong	30
Kwong Fook Cheong	30
Kwan Chan	30
Wing Sing Hong	30
Kwong Cheong Wo	30
Yee Hing	30
Kwong Fung Yuen	30
Kwong Yew Cheong	30
Wing Mow	30
Lee Ching Chan	30
Kung Shun Cheong	30
Kwong Fook Loong	30
Tai Yuen	30
Tsik Fook Tong	30
Kwong Lun Wo	30
Tung Tai	30
Yee Wa Hing	30
Kwong Wing Cheung	30
Kwong Shin Cheung	30
Lee Sang Wo	30
Kwong Tai Yuen	30
Him Yick	30
Tai Yick	30
Hang Wo Cheong	30
Wa Yu Shing	30
Hung Shing	30
Cheong Kee	30
Nam Hing Loong	30
Wo On	30
Yu Sang Cheong	30
Kwong Lun Tai	30
Ying Fat Cheong	30
Sui On	30
King Wa	30
Tung Cheong Shing	30
Kwong Yat Cheong	30
Sin Cheong Wo	30
Hu Ku Yan Tong	30
Yu Loong Hing Kee	30
Siu Wing How	30
Wang Sow	30
Mrs. Pu Ho Shi	30
Mrs. Mok Shiu Shi	30
A Friend	30
Chee Wo Cheung	30
Ming Kang Toi	30
Tung Hip Loong	30
Tung Sun Yee Kee	25
Tai Loy	25
Cheong Shing	25
Kwong Kut Cheung	25
Tse Hoo Nam	25
Wing Yee Cheong	25
Yu Shing Chan	25
Cheung Kwong Yuen	25
Yu Fung Loong	25
Wa Hing Loong	25
Hoo Cheong	25
Wing Wo Cheung	25
Compradore of Jabsen & Co.	25
Do. Carlowitz & Co	25
Yung Chak Ting	25
Li Sui Ting	25
Hon. Dr. Ho Kai	25
Li Po Shan	25
Sang Loong	25
Hoo Loong	25
Yu Shing Shun	25
Wing On Tai	25
Ching Loong	25
Hoo Cheong Wo	25
Miss Mok Shi	25
Anonymous	25
Yee Kee	25
Yee Loong	25
Chan Pui Kai	25
Hu Shun Chuen	25
Wing Ying Cheung	25
Shum Cheong	25
Li Wan Ku	25
Dr. Pearce	25
Compradore of National Bank of China	25
Chan Loong	25
A friend	25
Mai Lo Company	25

Subscribers of from \$20 to 20 cents each	4,789 55
Subscriptions from Yokohama	3,000
"Cheungpo" Newspaper (office's 3rd subscription)	293.40
Sheut-hin Tong Charity Institution, Canton 4th subscription	100.50
Chan Kwan Yuk Tong	100
Kwok Lai ing	50
Registrar General's Office subscription list	35
Chu Oi Tong	25
Ui Fong Yuen	22.75
I am King Sang	20
Cheung Sing Toi	20
Tsang Ying Po	20
Man Loong	20
Fook Sang Pawn Shop	15
Subscribers of from \$10 to 50 cents each	500 50
Tong Ching To	1,000
Chinese Merchants in Melbourne	872 73
Hung Kwai Sow	50
Man Lun Hing	200
Man Shun Wo	100
Fung Yui Hing	100
Yee Cheong	100
Tung Yue	100
Salt Farmers in Namlung and Kamchow	100
Tak Lee	100
Mrs. Hung Li Shi	100
Chak Sun Shi	100
Sheut Shin Charity Institution, Canton, 5th. subscription	75.15
In Ko Shing's subscriptions	52.50
Tsang Hing, Penang	50
Chao Wai Sou	31.95
Yee Wo	30
Hung On, Canton	30
Man Fong Lau subscriptions	28.20
Chui Nam Lau subscriptions	26.80
Yennyng Yat Nam	25
Wong Luk	25
Ko Luk Chak	20
Cheong Fat Company	20
Lung Ming Yuen Subscriptions	18.55
Koon Hoi Lau subscriptions	10.50
Subscribers of from \$10 to \$1.	100.30
Total	\$262,452.39

TYPHOON RELIEF FUND.

OFFICIAL REPORT OF RELIEF MADE.

Further claims have been considered by the Sub-Committee, and up to the 3rd November relief to the amount of \$92,800 has been given for 754 Chinese owned boats, and \$200 for one European boat.

Sixteen cases of Chinese widows and orphans have been dealt with, grants to the amount of \$992 having been made, while the sum of \$463.45 has been paid to the widow of a European.

A payment of \$15,000 has already been made to the Tung Wa Hospital on account of expenses incurred in burying dead bodies and maintaining destitutes.

FIRE IN THE HONGKONG HOTEL.

SERIOUS ALARM.

About two o'clock a.m. on November 4th the Fire Brigade was summoned to Pedder Street, fire having been discovered in the first floor of the Hongkong Hotel, immediately above the premises occupied by Fairall and Co. Fortunately the flames had not obtained a great hold, and the firemen succeeded in extinguishing them in a short time. Comparatively little damage was done in the hotel, but practically the whole of the millinery stock in the shop beneath was ruined by the water. Considerable alarm prevailed among the residents of the hotel, but this soon subsided when they saw the brigade at work. The origin of the outbreak is traced to the fusing of an electric wire. The alarm was more pronounced than it need have been, owing to the recent testimony at the Hankow enquiry (that the hydrants would be inadequate in case of fire in this very building) having naturally been the subject of discussion among the residents. There was, however, nothing like a panic; and indeed, some residents knew nothing of the matter until they were told of it at breakfast time.

CANTON.

(FROM OUR CORRESPONDENT.)

ROYALTY.

November 1st.

Deputy Li Chun-sheung was sent from the Siu Hau-kuk (the bureau of foreign affairs) to the China Light and Power Co. to collect a sum of \$2,580 being royalty due to the Government for the last six months.

OBSOLETE ARTILLERY.

Deputy Hoi Man-ping has forwarded a report to the Viceroy with regard to the inspection he has just completed of all the forts in the neighbourhood. The report says that a great many obsolete guns covered with rust are still in the forts and advises that they be melted and the materials used for casting new ones. It is reported that Viceroy Shum approves this scheme.

RAILWAY DEVELOPMENT.

The Yuet-Hen Railway Co. are going to build godowns near their station at Wongsha and have applied to the Viceroy to obtain the permission to do so. The Nam-Hoi is instructed to prevent the land being sold to foreigners so as to avoid trouble.

Mr. Baugh, the new American Vice Consul, arrived on Oct. 30th, and has taken up his duties.

TAOTAI WEN.

Taotai Wen is shortly leaving for America and Europe.

MACAO.

(FROM OUR CORRESPONDENT.)

November 3rd

THE LEAL SENADO.

The last *Boletim* contained a notice regarding the election of new members for this corporation for 1907-08 which is to take place on the 18th instant. Very little importance is attached to this election as independent voters are few, and very apathetic. The result will be that the Government will have all their own way in the selection of the members. Whoever they may be, I can only hope that the new members will be more business-like, and look more carefully into the welfare of Macao. The electric lighting should be inquired into by them and placed on a more satisfactory footing than it is at present. As it is now we would be better off if we had our antiquated kerosene lamps.

THE REPAIR OF PRAIA GRANDE.

The damage caused by the late typhoons is now being repaired by the Public Works Department, but in a scandalously cheeseparing style. As the work is being done now, the beautiful Praia Grande will be worse off after another typhoon. The present officials are preparing bitter days for their successors.

THE COLONIAL SECRETARY AND TREASURER.

It is currently reported here that the Colonial Secretary, Dr. Lello and the Treasurer, Sr. Menezes, at present on leave in Lisbon, have been ordered by the Home Government to return at once to their posts in Macao, or they will have to send in their resignations.

DEBASED CURRENCY.

Besides the large number of Chinese ten and twenty cent pieces at present circulating in this city, we are now being invaded with the objectionable Chinese \$1 and \$10 notes. Landlords have already given notice that rents must be paid in Hongkong or Macao bank notes, no others will be received; rents paid in Chinese coins will have to bear an increase of 10 per cent. The premium on Hongkong and Macao bank notes is 6½ per cent.

EXTRAORDINARY ACCIDENT.

On Thursday afternoon while some workmen were engaged in repairing the Praia Grande, the big steam roller ran over some of the men, killing three of them.

SR. TAMAGNINI BARBOSA.

The last mail brought us the news of the death of Sr. Arthur Tamagnini Barbosa, the late "Inspector de Fazenda" of Macao, which occurred in Lisbon on the 1st October last. Sr. Barbosa, who was "Inspector Geral" at the time of his death, was very well known in Macao.

November 7th.

SCARCITY OF RECEIPT STAMPS.

The people of Macao are without any receipt stamps of the value of two cents for the past three months, and they have perforce to use the receipt stamps of higher value, viz: four cents. Now even these are exhausted and stamps of six cents have to be used. Why not surcharge a few stamps for the public use?

PROPOSAL NEW TAXES.

At the last meeting of the Leal Senado, Senhor Joao Mariano Gracias proposed to increase and to impose some taxes. The new taxes proposed were for private chairs and rickshas, bicycles and dogs. The proposal was seconded by the chairman, but strongly and ably opposed by Senhor Nolasco.

NEW DIRECTOR, P. W. D.

Senhor Miranda Guedes, our new director of Public Works, arrived by the last English Mail. It is to be hoped that Senhor Guedes will do something to Macao.

GUNBOAT RIO LIMA.

Our only gunboat and guardship, the old "Rio Lima," left for your port at 1 p.m. to-day to represent the Macao government on the anniversary of the birthday of His Majesty King Edward VII.

NEW RIFLE RANGE AT THE PEAK.

OPENED BY THE GOVERNOR.

On November 3rd the new rifle range at the Peak was formally opened by H.E. the Governor in presence of a large attendance, which included several ladies. The new range is well situated, the firing point being from Harleek Road towards High West. A greater distance might have been desirable, but it was deemed inexpedient to fire over the road, and the range has been limited to 500 yards. The target machinery is of the latest Bisley pattern, and in other respects the range is well equipped. Sir Henry Berkeley, the President of the Volunteer Reserve Association, introduced His Excellency whom he thanked on behalf of the Association for the range, and the facilities it afforded to members resident in the Peak district. His Excellency, after making some complimentary remarks about Sir Henry Berkeley, expressed the hope that the range would be useful to the Association and improve the shooting of the members.

The Governor then formally opened the range by firing the first shot from the 200 yards in the military (kneeling) position. He scored a bull's eye, the signal from the butts being greeted with applause. Thereafter a triangular match between teams—consisting of eight men each—representative of the Peak, Hongkong and Kowloon took place, resulting in a win for the Hongkong men. The scoring was not very high, due perhaps to the fact that the marksmen were unaccustomed to the local conditions. The figures are appended.

HONGKONG.

	200 yards.	500 yards.	Total.
Mr. Pidgeon ...	33	32	= 65
Mr. Jenkins ...	26	32	= 58
Mr. Watt ...	26	30	= 56
Mr. Peter ...	24	25	= 49
Dr. Evan Jones ...	22	26	= 48
Mr. Phillips ...	24	24	= 48
Mr. Bond ...	24	23	= 47
Mr. Stubbings ...	13	31	= 44

Total ... 415

KOWLOON.

Mr. Woodhouse ...	28	31	= 59
Mr. Gow ...	30	28	= 58
Mr. Mackenzie ...	30	28	= 58
Mr. Stackwood ...	28	29	= 57
Mr. Ritchie ...	22	26	= 48
Mr. Bird ...	19	25	= 44
Mr. Dobbs ...	20	22	= 42
Mr. Lyons ...	20	21	= 41

M

Total ... 407

PEAK.

Mr. Wakeman ...	27	25	= 52
Mr. A. Mackenzie ...	25	26	= 51
Mr. Davis ...	22	28	= 50
Mr. L. Bird ...	23	25	= 48
Mr. Denison ...	22	20	= 42
Sir F. Piggott ...	27	14	= 41

Mr. Saunders...	10	19	= 29
Mr. Moir ...	21	5	= 26

Total ... 339

COMPANIES.

HONGKONG STEAM WATER-BOAT CO., LD.

The sixth annual general meeting of shareholders in this Company was held at the Company's office, Hotel Mansions, on November 3rd. There were present Messrs. G. C. Moxon (chairman), D. Clark (Consulting committee), J. W. Kew (manager) F. A. Fox, T. Wright, E. W. Terry J. N. Murray and Dr. F. H. Kew. The Manager read the notice convening the meeting, after which

The CHAIRMAN said: Gentlemen, the report and accounts for the year ending August 31 having been in your hands for some days I will, with your permission, adopt the usual custom and take them as read. The accounts show a considerable diminution in profits for which the following causes are chiefly responsible:—Firstly: Severe competition in the water business and consequent low prices. Secondly: General depression—a depression that has been common to this Colony in nearly all trades and businesses during the period under review. Thirdly: The high price of coal which existed until quite recently and an increase in the prime cost of our water. Finally: Disaster in the form of the terrible typhoon which visited the Colony on September 18, which caused us considerable loss I regret to say. Earlier in the year a serious accident was incurred by one of our steam water boats when alongside a steamer in the harbour. One of our sailing craft was sunk in the typhoon referred to and I fear must be considered a total loss—although we have not entirely abandoned hope of effecting a salvage. Our aggregate loss from these last causes amounts to some \$7,000. We have had a remarkably unfortunate year and in consequence are unable to declare any dividend, but I hope that bad times will not always be our portion, that we may shortly return to prosperity and that next year may enable us to lay before you a better report. As you will see from the accounts we have made a net profit of \$5,976 and I trust that the manner in which this sum has been dealt with may meet with your approval. Your fleet is now written down to a figure that may be considered a safe estimate of its present value and with the support we continue to receive from our many constituents I can see no reason to be pessimistic as to the future. It must be borne in mind that this water trade is of a somewhat speculative character in so much that current prices have never afforded a sufficient margin to allow of the insurance of our craft and, as the past year has amply testified, this is at times likely to engender smart loss. The volume of our business has not been very materially decreased by the appearance of an opposition company and I repeat that, given normal luck, there is no reason to suppose that this company may not return to a much more satisfactory position that is evidenced by the figures before you. During this time of strenuous competition every effort is being made to keep down expenses of running—the Consulting Committee have foregone their fees—and I think it extremely improbable that any similar company can work as cheaply as we do or obtain better prices for the water they supply, and this emboldens me to hold the optimistic view I do of our future. If any shareholder has any questions to ask I shall be very pleased to answer them to the best of my ability.

Mr. WRIGHT—There were one or two questions I had intended to ask, but they are already answered for the most part by your address this morning. There is one question, however, I might ask: the report says our boats are in good condition. Do the directors consider they are as good as they might be with the addition of a little paint and soap? They don't at all compare favourably in appearance with other boats.

The CHAIRMAN—When we say good condition, we mean good serviceable condition for working. We might go in for a little more

luxury perhaps by way of paint and soap, but I don't think it will particularly help the boats, and it will mean the paying out of a little more money. At present we have a strenuous opposition to compete against.

Mr. TERRY—The boats certainly do look dilapidated, and I believe if they were made more presentable it would help us to earn a little more.

Mr. WRIGHT—That is also my opinion.

Mr. KEW—It is only the upper structure that looks dilapidated. The other parts are in very good order.

The CHAIRMAN—I might say the remarks will be taken note of, and as soon as we can possibly do it we'll have the boats made prettier. We'll give the matter every attention, and if we can smarten the boats up we'll do it.

Mr. KEW—The typhoon is the cause of their present appearance.

Mr. WRIGHT—This point occurred to me before the typhoon.

The CHAIRMAN—We'll note your remarks and have the boats made to look cleaner.

Mr. TERRY—There was a sailing boat lost in the typhoon. What was she doing; carrying water by sail?

The CHAIRMAN—It was a water lighter on which a hand pump is used. We have two of them, and they mostly supply launches.

No further questions were asked and the CHAIRMAN proposed that the report and accounts as presented be passed.

Mr. CLARK seconded, and the motion was carried.

Mr. WRIGHT moved that Messrs. G. C. Moxon, D. Clark, Francisco Taze Yat and Chau Siu-ki be re-elected to the Consulting Committee.

Mr. TERRY seconded the motion, which was agreed to.

Dr. Kew proposed the re-election of Mr. W. Hutton Potts as auditor.

Mr. CLARK seconded the motion, which was carried.

The CHAIRMAN—Thank you for your attendance, gentlemen. I'm sorry there is no dividend.

SHANGHAI DOCK AND ENGINEERING CO., LIMITED.

EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting of this company was held on Nov. 1st for the purpose of considering a proposal which had been made by thirty-eight shareholders for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Cosmopolitan and International Docks.

Mr. E. Jenner Hogg proposed that the Directors be authorized to dispose of the property to a new company to be styled "The Shanghai Dock and Engineering Company, Ltd." for the consideration that each shareholder in the Shanghai Dock and Engineering Company, Ltd., receive one fully paid-up share of the value of Tls. 25 in such new company for each share held by him in the Shanghai Dock and Engineering Company, Ltd.

The resolution was seconded.

Mr. F. E. Taylor—The promoters of the scheme to be submitted to you to-day have been informed that the wording of the resolution, as read to you, does not sufficiently safeguard the interests of the shareholders in the Dock Company; and as it has been taken in hand for your benefit, they have had it amended by a lawyer, and have deputed me to move it, as redrafted, in the form of an amendment to the original resolution. I, therefore, beg leave to propose the following amendment:—

That resolution No. 1 shall read: "That the Directors be and they are hereby authorized to dispose of the property known as the Old Dock situated in Hongkew and of part of the property situated between the Cosmopolitan and International Docks as lately advertised in the public Press to a limited company to be incorporated under the Hongkong Ordinances with a capital of Tls. 1,780,000 in shares of Tls. 25 each and having for its principal object the construction of wharves and of godowns on the property to be sold, and the carrying on of the business of wharfingers, and that the consideration for such sale shall be the sum of Tls. 1,380,000 to be satisfied by the allotment issue to this Company or their nominees of 55,200 fully paid-up shares

in the capital of such proposed new Company."

I may mention here that the second resolution regarding the reduction of capital will not be moved, as we are advised that it is unnecessary and premature at this stage. It concerns a matter which may be left to the Directors, and which it would not be convenient to deal with until the arrangements with the new Company are satisfactorily completed. Before saying anything regarding the amended resolution, I wish to correct certain misconceptions; I might almost call them wilful misstatements, which have been current lately. It has been said that the scheme now to be proposed has been invented by certain speculators for the purpose of influencing the market; that it is not intended to materialize; that if it does materialize it will not pay; and that even if it pays you can expect no return for at least four years. Every one of these statements is untrue. The scheme owes its inception to Mr. A. M. Marshall, and has been elaborated by him in consultation with some of the keenest business men in the place. Since his election to the Board, Mr. Marshall has been very active in our interests, and as his own business has made him aware of the pressing need for more facilities for the discharge and storage of cargo, he has conceived the idea of benefiting the shareholders of this Company by showing them how they can make a profit by supplying that need. If you pass the amended resolution the scheme will rapidly take concrete form, and I shall shortly lay before you figures showing that there need be no fear of failure. Above all things I wish to make it clear that this is an honest scheme. Past experience may have made you a little shy of "definite offers" and the like, but I beg to assure you that this scheme has been taken in hand with the object of benefiting the shareholders of the Dock Company and that no one else will make anything out of it. There is another point I wish to touch on. The letter signed by thirty-eight shareholders was a preliminary proposal intended for the information of the Directors, specifying the business to be transacted at this meeting, as required by paragraph 63 of the Article of the Association. It was not intended to be circulated as an offer to the shareholders, nor to be considered as the definite form of a resolution to be submitted at this meeting. Since the letter was sent in, the promoters of the scheme have been hard at work considering ways and means. The first idea of offering alternatively cash or scrip has had to be abandoned, in order that the debenture money may be more easily raised. But you will understand that the scrip offered is of higher face value than any cash offer could have been under present circumstances. Now, Gentlemen, you are aware that we have certain valuable property that practically gives us no return. The passive policy of letting it alone with the idea that it would increase in value every year may have had something to be said for it in the past, but we consider that the time has come to do something of a more active nature. So much potential wealth must not be wasted, and it would be altogether unreasonable if our desire to develop our property in the most profitable way were to give rise to antagonism or to the impression that we wish to enter into damaging competition with similar existing institutions. There are three ways in which this property might be dealt with. Under happier circumstances it might be used in the extension of our present business; but conditions I need not enlarge upon do not encourage this plan; besides, we have other land available for that. We might sell it outright for cash if we could secure a suitable offer. There are those who are anxious to obtain the property at their own figure, and who think that by waiting long enough they will succeed. In this I hope you will show they are mistaken. They would only purchase to make a profit out of the deal, and it would seem the wisest plan to dispose of it to ourselves and make the profit ourselves. This is what is intended by the scheme submitted to you to-day. It is proposed to develop this valuable property in such a way that the shareholders of the Dock Company will get the full benefit without being called upon to put their hands into their pockets.

And this is the way it is proposed to carry out the idea. A new Wharf and Godown Company, entirely separate from the Dock Company, will be floated with a capital of Tls. 1,780,000 in 71,200 shares of Tls. 25 each. 55,200 fully paid-up shares will be allotted to the Dock Company, and will represent a payment of Tls. 1,380,000 for the Old Dock and for 110 mow of waste land between the Cosmopolitan and International Docks. The remaining 18,000 shares will not be issued until the business of the new Company justifies or demands more capital. The actual cash for developing the property will be provided by means of 7 per cent debentures to the amount of Tls. 1,220,000 to be issued as funds are required; and the placing of these debentures will be the work of the Committee to be nominated by you. I am authorized to say that once you have given the Committee the necessary authority, there will be no difficulty in this matter. The first question we have to ask ourselves is whether the amount to be raised by debentures will be sufficient to develop the property. Three independent sets of estimates have been drawn up, and we have selected figures rather in excess of the highest, so as to be on the safe side. We find that Tls. 400,000 will cover the cost of building six four-storeyed godowns on the Old Dock property, fully equipped with electric lifts, electric light, water supply hydrants, etc., as well of partially filling in the Dock, leaving a space for lighters to enter and discharge. The expenditure on the Cosmopolitan property will be Tls. 600,000, and will provide six four-storeyed godowns, together with wharves, rails, trucks, cranes, lifts, etc. This makes a total expenditure of Tls. 1,000,000 and leaves us with Tls. 220,000 for interest and contingencies. The next question to be considered is whether the enterprise will pay, and I may say that we have already received assurances of a considerable volume of business. In the Old Dock we shall have storage space for 2,700,000 cubic feet of cargo. The current rate for storage appears to average over one and a half tael cents per cubic foot. I admit that this is a rough approximation. Charges are made by the picul, cask, case, bale, cubic foot, etc., but I assume that they all bear some relation to the space occupied. I have here a list of charges, and judging from the rates per cubic foot, the average I have taken seems fair. Now assuming that our space is only half occupied and that the rate is only three-quarters of a tael cent, the Old Dock property should earn Tls. 121,500 per annum. On the other side we shall have storage space for about 3,600,000 feet, which on a similar basis of calculation should earn Tls. 162,000 per annum, or a total for the two properties of Tls. 283,500. As the working expenses would be more than covered under ordinary circumstances by the dues paid by steamers, and by the storage in the open of coal, timber, old iron and other cargo, this would be sufficient, after paying the interest on the debentures, to allow a dividend on the shares of over 14 per cent. This, Gentlemen, is the scheme we propose for the development of part of your unremunerative property, and it rests with you to decide whether you will sanction it. It will deduct nothing from the dividends you receive from the Dock Company, as the earnings of the Docks will not be lessened. Giving up the Old Dock will be a saving, not a loss of income, and the 110 mow of land on the other side brings you in nothing. On the other hand the scheme promises a handsome dividend which cannot be earned under present conditions. The criticisms of the scheme that I have heard can be easily disposed of. There are still people in Shanghai who do not realize the pace at which the trade of the place continues to grow and they argue that only the unusual conditions of the past year are responsible for the large profits lately made in godown business. They forget the number of men, by no means foolish, who have considered it to their advantage to erect godowns in various parts of the Settlement, and they forget the influence likely to be exercised by the work of the Conservancy Board and by the extension of the railway. Neither do they seem aware of the difficulties at present experienced by shipowners in finding accommodation for the discharge and storage of cargo. Judging from the past and

looking to future expansion, it seems a safe prophecy that your property, if developed as suggested, will double in value within ten years. One thing you may be sure of; if we do not take this scheme in hand, others will do so and will make the profits we ought to secure for ourselves. An argument against the scheme is that the shareholders will raise antagonism in certain quarters and alienate business from the Dock Company. This seems rather far-fetched, as the business of the Dock Company depends on a management which gives good work for reasonable prices and shows a proper energy in securing patronage. Moreover, by advertising the land for sale the Directors have shown that they recognize the advisability of disposing of it, and the use we propose to put it to is probably what any purchaser would do with it. Further, doubts are expressed as to whether the debenture money can be raised and about the payment of the interest. The answer is that inquiries have made it clear that the Committee will be able to get what is wanted, that we shall shortly be able to pay the interest out of earnings and that we shall have ample funds to meet the interest before that time arrives. You must not be led away by the wild talk indulged in by interested parties who say that nothing can be earned for at least four years. The Old Dock property should be completely developed in twelve or at most fifteen months, and eighteen months will be sufficient to develop the property on the other side. I am told that we can begin to earn something before everything is completed. The objection that if we wait longer we shall get more for the land appears to me particularly futile. The result of offering the land for sale shows that the present offer is favourable, and it would be foolish to wait an indefinite period in the hope of getting an extra lakh or two when we can send up the value of the property immediately by developing it, and earn a handsome dividend into the bargain. You must not forget that capital at 7 per cent doubles itself in about ten years, but there is no prospect of our land, if left undeveloped, increasing in value at that rate. I wish strongly to impress upon you that if you pass this resolution you will simply authorize the proposed Committee to carry out the project if they find it feasible. Without your authority they can do nothing; for instance, they cannot make arrangements for placing the debentures. We pledge ourselves that at the Confirmatory Meeting the Committee will present a full report in which they will inform you whether the estimates of expenditure are within the mark, whether the profits expected are likely to be realized, and whether the debenture money can be raised without any difficulty. If you are not satisfied with the report, or if in the meantime a better offer has been received, you need not confirm your decision of to-day and you will have lost nothing. On the other hand, if you pass the resolution, you will obviously be in a much stronger position for dealing with any offer that may come along. There is some vague talk of expected offers, and you will make it clear that they must be better than Tls. 1,380,000. In other words you start competition which is healthy, and under any circumstances the report of the Committee will be an excellent advertisement, as it will show what can be done with your property. Gentlemen, we are passing through hard times. Our shares show a serious depreciation and our dividends have fallen. It is time we did something to help ourselves by pulling together. This is an honest and practicable scheme which men well able to judge are convinced will be very profitable, and the opposition to it in certain quarters shows that success is anticipated. Seeing that you will have an opportunity of reverting your decision at the Confirmatory Meeting, if not entirely satisfied with the report of the Committee, I urge you to give it a chance and to see what the able and experienced men to be nominated under the next resolution can do for you. (Applause).

Sir Charles Dudgeon—Mr. Chairman and gentlemen. I have much pleasure in seconding the amendment proposed by Mr. Taylor. You have heard the very full manner in which he has explained the scheme, and it is therefore not necessary for me to say anything further. I would like to say it seems to me that seeing the amount of dead

assets which we hold in this company that it is a business-like proposition that we ourselves should take up the question of developing these dead assets, for the benefit of the shareholders in this company. That seems to me a perfectly sound business proposition. I have nothing more to say but that I second the amendment.

Mr. C. Holliday—I rise in support of Mr. Taylor's amendment to the resolution. He and Sir Charles Dudgeon have already dealt so fully with the matter that there does not appear anything left for me to say by way of elucidation. This I would like to say. I have been into the matter somewhat closely with the promoters and, as Mr. Taylor will tell you if you ask him, all the awkward questions a misplaced ingenuity could suggest. In the end I had to admit that taken all round the scheme was sound and feasible. At any rate one thing was perfectly clear, it was no device on the part of the bulls or bears to boost up or to run down the shares of the company, but a business-like and genuine attempt to turn a non-dividend earning asset into a dividend earning one. We ought to look at the matter in the dual capacity of prospective shareholders in the new company, and shareholders in the Dock Company. Really and truly our interests are so identified that it is impossible to distinguish between them. Now as to the scheme itself. As far as my limited experience goes there is room for another godown company in Shanghai, and I believe one which will take for its motto civility and efficiency is tolerably sure of success. (Applause) Of course in a commercial undertaking there is always a risk and we shall no doubt have our lean years as well as our fat ones. But I cannot help thinking that a fair return of capital over a series of years is practically certain. I should like to emphasize the point that, granted a new godown company is to be started, we are the people of all others at the present moment best suited to start it. We have already got our shares in the Dock Company, and we shall continue to get a return on them, perhaps of Tls. 18 or 20 a year (laughter) so we can wait for the completion of the development of the property in a way that others, who had to pay for their shares in cash would be unable to do. When the development is complete we shall still be getting our Tls. 18 or Tls. 20 on the Dock and in addition whatever dividends the new company may earn. In conclusion I commend Mr. Taylor's amendment to your favourable attention. (Applause.)

Mr. A. L. Anderson.—There is one thing that Mr. Taylor did not make quite clear in his able speech, and that is how, after the ten months have elapsed during which the Dock is to be partially filled up, these magnificent godowns are to be built, with electric light and lifts and cranes, how at the end of the first twelve months when the debenture interest falls due it is intended to pay it without any money. Does he expect to be able to pay the 7 per cent interest on the debentures after two months' working? I should be glad to hear how it is to be done. I do not for one moment suppose that the principal would be used to pay the interest.

Mr. White-Copeer.—The answer to that seems to be so simple that I am really somewhat surprised at its having been put at this meeting. This company will not be the first company that will have taken some little time to complete its works. The usual practice at home in cases of this kind is to borrow more money than is required. The surplus of the borrowed money is then applied in payment of interest until the earnings of the company are sufficient for it to pay the interest from them. Of course if you were to pay interest on borrowed money out of your share capital you could not pay any dividends upon your capital until you had repaid the interest on the borrowed money. But if you have borrowed sufficient money to pay the interest there is no necessity to pay it from the earnings straight off. That is the answer to the question, and it is done at home year after year in the case of railway companies and other concerns which are not in a position to pay interest until certain works have been completed.

Mr. A. L. Anderson.—Then I understand that part of the principal of the debentures is to be devoted to the payment of interest.

The Chairman.—Exactly.

Dr. G. Reid.—Having invested a little money in Messrs. Farnham, Boyd & Co., I have learnt

to be a little hesitant about investing money in any other company. (Laughter). The gentlemen who have spoken are practical men and business men, and they have not spoken many words in favour of the Dock Company, but they have spoken in favour of the proposed company. But I am not perfectly satisfied that things are so favourable and I do not wish to sail out on a new ship and face a new storm. It has been said it would be very easy to secure the money to pay the interest. Very well, then let the men who can secure the money and interest pay the Dock Company for its valuable property. I am ready to take my Tls. 25 and let the money go into the Dock Company, and let us use it for the development of its work. I am not willing to go into a new company. One is enough for me. (Loud laughter.) I do not know how many propositions have been brought forward. New propositions are always being discussed, and now comes this mammoth proposition. The promoters are most sanguine. It is magnificent. They say that money is sure to come in, and that a dividend of 14 per cent will be paid. Well, let the money come right in—let it walk right in, but let these gentlemen pay the Dock Company for its valuable property.

Mr. Taylor.—Perhaps Dr. Reid would make an offer to rent the land at the opposite side to feed cows on.

Mr. Reid.—I am prepared to take over Dr. Reid's interest at to-day's quotation straight off.

Dr. Reid accepted the offer.

Mr. Nielsen.—Unfortunately I was unable to follow the discussion. The various speakers must have given some details of the profits expected of this concern. I do not know whether they have given us any hint of what we are to earn. I should like to ask how they have arrived at their figures, and if they consulted any technical people. We all know of course that Mr. Marshall and another gentleman represent big steamship companies, and naturally there is nothing more desirable as far as their business is concerned but to get more wharfage. I sympathize with them. If we were in the same position we should want to get the same thing. What I want to know is on whose authority the earnings of the company are based. I have consulted some people whom I consider authorities on the point, and if I have this question answered I shall be glad to give you what my authority says about the expected future earning capacity of the company.

The Chairman.—I call upon Mr. Taylor to answer.

Mr. Taylor.—I think Mr. Nielsen had better look at the report of my speech in the paper to-morrow. I do not wish to repeat all I have said.

Mr. Nielsen.—I am sorry you will not repeat it. I consulted a technical expert—(Cries of Name! name! name! as the speaker endeavoured to continue.)

The Chairman.—What was the name of the expert?

Mr. Nielsen.—I should have to ask his permission first. (Laughter.)

Mr. Anderson.—The figures laid before us were by Mr. Taylor himself. They were laid before us on the authority of Mr. Taylor, who, as we all know, is an authority—on gold mining in Weihaiwei. (Laughter.)

Mr. Taylor.—I told you what the space in the godowns would be. I can let you figure it out yourself. It seems to me a very simple proposition.

Dr. Reid.—I would like to have the views of this other man. Why can't Mr. Nielsen give them without the name?

The Chairman (to Mr. Nielsen).—Can you give the figures without the name?

Mr. Nielsen.—He said that if this company were started with a capital of Tls. 950,000 about one-third of what it is intended to start with, in his opinion it would be able to earn six per cent under very favourable circumstances. How much would be earned on a capital of Tls. 3,000,000 you can probably figure out for yourself by rule of three.

Dr. Reid.—I should like to know the opinion of the Directors.

The Chairman.—The Directors are neutral. The Directors decided to leave the matter entirely in the hands of the shareholders.

The amended resolution, proposed by Mr. Taylor, and seconded by Sir Charles Dudgeon, was then put to the meeting and declared passed, 36 hands being shown in favour, and 22 against (Loud applause.)

Mr. Taylor.—I have much pleasure in proposing the following resolution: that the following gentlemen, Messrs. A. M. Marshall, C. R. Burkill, S. A. Hardoon, L. Bridon, H. DeGray, and W. H. Barham be appointed, as a committee to carry out the above resolution. (Mr. Taylor explained that the original resolution was intended to refer to the two resolutions, but the second having been withdrawn, he would with the consent of the meeting alter the present resolution accordingly. There were no dissenters to this.) I wish to say that we are quite open to accept amendments to this resolution, or additions to it. All the gentlemen here named have kindly consented to take up this work, and you will see that we have three agents of very large shipping firms, and three pretty well-known business men. I think you could leave the matter to them. If you think your interests would be better secured by appointing someone else we shall be happy to accept them. We shall however be opposed to including anyone who has voted against this scheme.

Dr. Gilbert Reid.—I beg to propose Mr. Twentyman.

Mr. Hogg seconded Mr. Taylor's resolution.

The Chairman.—I am afraid, Dr. Reid, you cannot put a man on the Board who has retired and is living out of the place.

Mr. S. Laurence.—Might I ask if any cash offers for this property have been received?

The Chairman.—None, Sir. No cash offers were received.

The resolution was carried without dissent.

SHANGHAI RACES.

FIRST DAY.

SHANGHAI, November 5th.

A cold wind, with intermittent showers, accompanied the opening of the races to-day; and the course was somewhat "slow." Results were as follows:—

MALCOLM PLATE, Tls. 250, half mile, 25 entries.
Mr. Kannuck's Hokoku, 55 lbs. (Mr. Vida) 1
Uncle Charlie's Coriander 155 lbs. (Mr. Moller) 2

Mr. Nesnap's Rhone, 55 lbs. (Mr. Kremer) 3
Time 59-1/5 secs.

CRITERION STAKES, Tls. 400, one mile, 23 entries.

Mr. Copenhagen's Cosmopolitan, 155 lbs. (Mr. Moller) }
Mr. John Peel's Cotswold, 158 lbs. (Mr. Johnstone) } dead heat

Mr. Quebec's Celtic 161 lbs (Mr. Meyerink) 3
Time 2m. 5-1/5 secs.

Maiden Stakes Tls. 400, 3/4 mile, 62 entries.

Mr. Ashford's Moriak, 155 lbs. (Mr. Dalgliesh) 1

Messrs. Common and Robson's Mark Time, 158 lbs. (Mr. Burkill) 2

Mr. John Peel's Badsworth, 122 lbs (Mr. Johnstone) 3

Time 1 m. 31 3/5 secs.

Club Cup, Tls. 250, 2 miles, 21 entries.

Mr. Durgor's White Blaze, 155 lbs. (Mr. Crighton) 1

Mr. Fas' Comanche, 158 lbs. (Mr. Moller) 2

Mr. G. H. Potts' Norman King, 155 lbs. (Mr. Cumming) 3

Time 4m. 33 3/5 secs.

Pou-ma-tung Cup, Tls. 250, griffins only, one mile, 55 entries.

Mr. Marius' Aurelius, 152 lbs. (Mr. Meyerink) 1

Mr. Oberlin's Raceland, 155 lbs. (Mr. Schnorr) 2

Mr. Nephew's Caseler 155 lbs. (Mr. Hayes) 3

Time 2m. 7 1/5 secs.

FAH-WAH Stakes, Tls. 250, 1 1/4 miles, 23 entries.

Mr. Marius' Argante, 155 lbs. (Mr. Meyerink) 1

Mr. Pobson's Lavender, 158 lbs. (Mr. Burkill) 2

Mr. John Peel's 4rd Patrick, 155 lbs. (Mr. Johnstone) 3

Time 3m. 50-1/5 secs.

ECLIPSE STAKES, Tls 300, griffins only, 1 1/4 miles, 43 entries.

Mr. G. H. Potts' Northern King 152 lbs (Mr. Burkill) 1
Mr. Quebec's Runic, 155 lbs, (Mr. Cumming) 2
Messrs. Toeg and Speele's Jordan, 155 lbs, (Mr. Willeumier) 3

Time 2m. 43 1/5 secs.

AUTUMN CUP, Tls. 250, 1 1/4 miles, 39 entries.

Mr. Buxey's Triumph Rose, 155 lbs, (Mr. Cox) 1
Messrs. Common and Robson's Coxcomb 152 lbs, (Mr. Burkill) 2
Mr. Ring's Janos, 158 lbs, (Mr. Meyerink) 3

Time 2m. 42-2/5 secs.

WHANGPOO STAKES, Tls. 250, Griffins only, 1 1/4 miles, 41 entries.
Oregon Stable's Modoc, 155 lbs, (Mr. Vida) 1

Mr. Oswald's Stockwell, 155 lbs, (Mr. Campbell) 2
Mr. Quebec's Runic, 152 lbs, (Mr. Cumming) 3
Time 3m. 22-4/5 secs.

SECOND DAY.

SHANGHAI, November 6th.

To-day's racing was favoured with milder weather and some sunshine. The attendance was therefore larger.

NORTHERN CUP, Tls. 250, 3/4 mile, 28 entries.

Mr. G. H. Pott's Heather King, 158, (Mr. Cumming) 1
Mr. Copenhagen's Cosmopolitan, 155, (Mr. Dagleish) 2
Mr. Nesluap's Rhone, 155, (Mr. Kremer) 3

Time 1 m. 31-2/5s.

CHINA CUP, Tls. 250, griffins only, one mile, 64 entries.

Messrs. Common and Robson's Mark Time, 158, (Mr. Burkill) 1
Mr. Marius' Aurelius, 152, (Mr. Meyerink) 2
Mr. Quebec's Runic, 152, (Mr. Cumming) 3

Time 2 m. 6-1/5s.

SHANGHAI ST. LEGER, Tls 750, for 1906 runners, 1 1/4 miles, 33 entries.
Mr. Beverly's Brockton, 157, (Mr. Hayes) 1
Mr. Buxey's Triumph Rose, 157, (Mr. Cox) 2
Mr. H. Morris's Heathfield, 152, (Mr. Burkill) 3

Time 3 m. 47-2/5s.

PAGODA CUP, Tls. 250, griffins only, seven furlongs, 59 entries.

Mr. G. H. Pott's Northern King, 152, (Mr. Burkill) 1
Mr. Quebec's Runic, 155, (Mr. Cumming) 2
Mr. John Peel's Bedale, 152, (Mr. Johnstone) 3

Time 1 m. 48-3/5s.

SHANGHAI STAKES, forced entry of Tls. 5 Tls. 100 added, winner 70 per cent, 1 1/4 miles, 137 entries.

Mr. Robson's Lavender, 158, (Mr. Burkill) 1
Mr. Marius' Argante, 155, (Mr. Meyerink) 2
Mr. Quebec's Cedric, 158, (Mr. Cumming) 3

Time 3 m. 16-1/5s.

RACING STAKES, Tls. 250, for 1906 runners, 1 1/4 miles, 34 entries.

Mr. Morris's Heathfield, 160, (Mr. Burkill) 1
Messrs. Perforate and Elphinstone's Tipcat, 155, (Mr. Campbell) 2
Mr. Copenhagen's Cosmopolitan, 160, (Mr. Moller) 3

Time 2 m. 41-4/5s.

LLAMA MIAU STAKES, Tls. 250, 1 1/4 miles, 24 entries.

Mr. Durgor's White Blaze, 155, (Mr. Crighton) 1
Mr. Fas' Comanche, 158, (Mr. Moller) 2
Mr. Nephew's Minheimer, 152, (Mr. Hayes) 3

Time 3 m. 51-4/5s.

SYCEE STAKES, Tls 250, griffins only, 1 1/4 miles, 49 entries.

Mr. Ashford's Moriak, 155 (Mr. Dagleish) 1
Mr. Quebec's Runic, 152, (Mr. Cumming) 2
Mr. Ring's Ills, 155, (Mr. Vida) 3

Time 2 m. 44-1/5s.

SICCAMEE PLATE, Tls. 250, 1 1/4 miles, 34 entries.

Mr. John Peel's Ard Patrick, 155, (Mr. Johnstone) 1
Mr. Quebec's Celtic, 161, (Mr. Meyerink) 2
Mr. Quebec's Cedric, 158, (Mr. Cumming) 3

Time 2 m. 43-4/5s.

THIRD DAY.

SHANGHAI, November 7th.

The third day was bright and warm, and witnessed the largest attendance of the meeting. The championship provided a magnificent race, which was won by a short head. Triumph Rose ran, although reported lame. Results are as follows:—

FLYAWAY PLATE, value Tls. 250, for this meeting's runners, seven furlongs, 36 entries.

Mr. G. H. Pott's Heather King 158, (Mr. Cumming) 1
Uncle Charlie's Maryland, 155, (Mr. Hayes) 2
Mr. Johnstone's Ca Canny, 152, (Mr. Johnstone) 3

Time: 1 m. 48-2/5 secs.
RACE CLUB CHALLENGE CUP, value Tls. 500, winner Tls. 250, griffins only, 1 1/4 miles, 36 entries.

Messrs. Common and Robson's Mark Time, 158 (Mr. Burkill) 1
Mr. John Peel's Bedale, 152, (Mr. Johnstone) 2
Mr. Marius' Milon, 158, (Mr. Meyerink) 3

Time 2 m. 45 secs.

COSMOPOLITAN CUP, Tls. 250, 1 1/4 miles, 35 entries.

Mr. Fas' Comanche, 158, (Mr. Moller) 1
Messrs. Toeg and Speele's Chehalis, 155, (Mr. Willeumier) 2
Mr. Buxey's Gloious Rose, 155, (Mr. Cox) 3

Time 3 m. 49 secs.

GRAND STAND STAKES, Tls. 250, griffins, 3/4 mile, 67 entries.

Mr. Marius' Aurelius, 152, (Mr. Meyerink) 1
Messrs. Common and Robson's Ramrod, 155, (Mr. Burkill) 2
Mr. Henry Morris's Hayfield, 152, (Mr. Hayes) 3

Time 1 m. 31-2/3 secs.

PARI-MUTUEL CUP, Tls. 250, 1 1/4 miles, 36 entries.

Mr. Ring's Janos, 158, (Mr. Meyerink) 1
Mr. Quebec's Cedric, 158, (Mr. Cumming) 2
Mr. Fas' Comanche, 158, (Mr. Moller) 3

Time 3 m. 20-2/5 secs.

MA CHU STAKES, Tls. 250, for unsuccessful griffins, 1 1/4 miles.

Mr. John Peel's Bedale 152, (Mr. Johnstone) 1
Mr. Quebec's Runic, 152, (Mr. Cumming) 2
The Ring's Ills, 155, (Mr. Meyerink) 3

Time 2 m. 42-2/5 secs.

CONSOLATION C. P, Tls 250, for non-winners, 1 1/4 miles.

Messrs. Common and Robson's Coxcomb, 152, (Mr. Burkill) 1
Mr. Ardnaglass's Nimbus 152, (Mr. Jones) 2
Mr. Kanuck's Soyeda, 158, (Mr. Vida) 3

Time 2 m. 41-3/5 secs.

CHAMPION SWEEPSTAKES, Tls. 800, 200, and 100. For winners, 1 1/4 miles.

Mr. Ashford's Moriak, 155, (Mr. Dagleish) 1
Mr. Beverly's Brockton, 155, (Mr. Hayes) 2
Mr. John Peel's Ard Patrick, 155, (Mr. Johnstone) 3

Time 2 m. 38-3/5 secs.

JOCKEY CUP, Tls. 200, for all unsuccessful starters, seven furlongs.

Mr. Percy Crighton's Misanthropist, 152, (Mr. Laurence) 1
Messrs. Perforate and Elphinstone's Tipcat, 155, (Mr. Cumming) 2
Mr. Oswald's Arrochar, 152, (Mr. Jones) 3

Time 1 m. 50 secs.

The following are the analyses of owners, jockeys and ponies for the recent meeting:—

OWNER.	1st	2nd	3rd.
Mr. G. H. Potts	4	—	1
Messrs. Common and Robson	3	3	—
Mr. Marius	3	2	1
Mr. John Peel	3	1	4
Mr. Ashford	3	—	—
Mr. Durgor	2	—	—
Mr. Fas	1	2	1
Mr. Copenhagen	1	1	1
Mr. Buxey	1	1	1
Mr. Robson	1	1	—
Mr. Beverly	1	1	—
The Ring	1	—	3
Mr. Morris	1	—	2
Mr. Kanuck	1	—	1
Oregon Stables	1	—	—
Mr. P. Crighton	1	—	—
Mr. Quebec	—	6	5
Uncle Charlie	—	2	—
Messrs. Perforate & Elphinstone	—	2	—

Mr. Oswald	—	1	1
Messrs. Toeg and Speele	—	1	1
Mr. Ardnaglass	—	1	—
Mr. Oberlin	—	1	—
Mr. Nephews	—	—	2
Mr. Johnstone	—	—	1
JOCKEY.	1st.	2nd.	3rd.
Mr. Burkill	7	4	1
Mr. Meyerink	4	3	4
Mr. Johnstone	3	1	5
Mr. Dagleish	3	1	—
Mr. Cumming	2	6	5
Mr. Moller	2	3	2
Mr. Vida	2	—	2
Mr. Crighton	2	—	—
Mr. Hayes	1	2	3
Mr. Cox	1	1	1
Mr. Laurence	1	—	—
Mr. Campbell	—	2	—
Mr. Jones	—	1	1
Mr. Willeumier	—	1	1
Mr. Schnorr	—	1	—
Mr. Kremer	—	—	2
PONY	1st.	2nd.	3rd.
Moriak	3	—	—
Mark Time	2	1	—
Aurelius	2	1	—
Heather King	2	—	—
White Blaze	2	—	—
Northern King	2	—	—
Comanche	1	2	1
Bedale	1	1	1
Cosmopolitan	1	1	1
Argante	1	1	—
Lavender	1	1	—
Triumph Rose	1	1	—
Coxcomb	1	1	—
Brockton	1	1	—
Ard Patrick	1	—	2
Janos	1	—	1
Heathfield	1	—	1
Modoc	1	—	—
Hokoku	1	—	—
Misanthropist	1	—	—
Cotswold	1	—	—
Maryland	1	—	—
Runic	—	2	2
Cedric	—	1	2
Celtic	—	1	1
Nimbus	—	1	—
Coriander	—	1	—
Raceland	—	1	—
Ca Canny	—	1	—
Stockwell	—	1	—
Ramrod	—	1	—
Tipcat	—	1	—
Chehalis	—	1	—
Illo	—	—	2
Rhone	—	—	2
Badsworth	—	—	1
Norman King	—	—	1
Caseler	—	—	1
Jordan	—	—	1
Glorious Rose	—	—	1
Hayfield	—	—	1
Soyeda	—	—	1
Arnochar	—	—	1
Milon	—	—	1
Minheimer	—	—	1

OUTRAGE AT SHANGHAI.

A Daily Press telegram dated Shanghai, November 5th, said:

German Consular Constable Hiemann, while walking with a Russian friend from Woosung to Shanghai on Sunday evening, was attacked by villagers.

They seized his pistol and threw him, while bound, into a creek, whence escaping after half an hour, he hid in a paddy field.

Eventually he and his friend reached Yangtsé-poo this morning, both almost stripped of clothing.

COMMEMORATING A SHANGHAI BENEFACTOR.

A Daily Press telegram dated Shanghai, November 4th said:

H. E. Vic-roy Chou Fu on his way to take a ha ge of the Kwang provinces called here on the river Laichi and was prevailed upon yesterday to unveil a memorial tablet commemorating the generous aid of a former mercantile merchant, Mr. Law who was the owner of the main hall of the International Institute. There was an exceptionally large Chinese and foreign gathering.

COMMERCIAL.

YOKOHAMA MARKET REPORT.

The Yokohama Prices Current and Market Report, published by the Yokohama Foreign Board of Trade, and dated Yokohama, October 30th, 1906, has the following:—

IMPORTS.

Yarns.—The "spot" market is a little more active. Shirtings.—A fair amount of forward business has been done, buyers seem to realise that prices will keep high for some time. Fancy Cottons and Woollens.—There is some revival in demand, but we do not hear of fresh orders being booked. Metals.—Stimulated by reports of greater activity in the Osaka market, the Tokyo metal market has shown a steady improvement during the period under review. Plates, Sheets, and Bars are now moving freely at remunerative prices, while Galvanised Sheets are greatly in demand. Kerosene.—The market is firm. Sugar.—The market for the past fortnight has been without much interest, and although there are signs of activity owing to the decrease of stocks, native dealers have not yet commenced operations. Since last Report no business has been transacted by the Tokyo Refinery, as, owing to the long spell of bad weather recently prevailing, orders from up country were restricted to a considerable extent. Indigo—(Natural).—No business doing.

EXPORTS.

Tea.—Market unchanged. Total settlements from May 1st to October 29th amount to 102,395 piculs, against 109,694 piculs at the corresponding date last year. Fish Oil.—No change and no transactions to report. Copper.—According to telegrams received from home, the upward tendency seems to have come to an end, and exporters are offering much lower prices, for forward delivery especially. Holders, however, refuse to sell, looking out for another improvement.

SILK REPORT.

Our last report was dated the 16th instant, and during the fortnight under review a very large business has again been done at rapidly advancing prices, with the result that our market closes very firm. Principal buying has this time been for America, and full sized silks have advanced from Yen 1,065 to Yen 1,105 for No. 1-1½ Filatures "Mikunisha Class," and from Yen 1,090 to Yen 1,120 for No. 1 re-reels, while buying for Europe, although also considerable, has not been quite so large and has only resulted in driving prices up about Yen 25 for fine sizes. It is a noteworthy fact that at the end of the current season 48,865 bales have been disposed of and 44,154 bales have been exported from Japan, figures which beat any others for an equal period of previous seasons and establish a record in the annals of this country's raw silk trade.

WASTE SILK.

Since last report considerable business has been done in waste, both in Kibizzo and in Noshi, at prices slightly below last quotations. Market at the close is extremely firm.

OPIUM.

HONGKONG, 1st November, 1906. — The movements in our various Opium markets have been as follows:—

	Malwa.	Patna.	Benares.	Persian.
Stocks as per circular of 15th Ultimo, 1906	843	2,077	993	1,675
Oct. 18th, Imports per Delta	120½	—	—	156
" 29th " " Kum Sang	—	974	500	—
	963½	3,051	1,553	1,831
Less Exports to Shanghai	62	470	126	—
Less Exports to East and West Coast Ports including Local Consumption for the fortnight	111½	661	274	139
Estimated Stocks this day	790	1,921	1,153	1,692

Bengal.—The market has been active during the interval, owing to deliveries being on a satisfactory scale, and prices advanced to \$910 for New Patna and \$850 for New Benares.

Malwa.—A small business at a decline of \$20 has to be recorded.

Quotations are:—

New	\$ 800
2 years old	930
3 " "	980
4/5 " "	1,020

Persian.—Demand small for best long cakes at \$125.

TEA.

Messrs. Welch, Lewis & Co.'s Report of 27th October, 1906, states:—Our last tea market advices were dated 13th inst. Black Tea.—The few settlements reported shew a fairly strong market. Green Tea.—Pingsuey.—A firm attitude on the part of owners of "Good" quality teas has limited the business in Pingsueys to a comparatively small compass, and for desirable teas we quote but a slight decline. Country Teas.—A good business has passed since our last, prices have been rather irregular, but we can quote an advance of Tls. 1-1½ per picul on "Medium" teas, while in the case of the "Fine" teas it has been considerably more. One chop of Taiyuen Tea has been settled at Tls. 38½ per picul. It is the choicest flavoured tea we have seen for some years; it is also carefully prepared and shews what the teamen can do if they will only take the trouble. Sow Mees.—A further demand has set in and prices have advanced Tls. 23 per picul, the stock of "Fine" teas being exhausted. Hyons.—A small business only has been done, but on the whole the market shews a stronger tendency.

PIECE GOODS.

Messrs. Noel Murray & Co.'s Report on the Shanghai Piece Goods Trade, dated Shanghai 1st November, 1906, states:—The British Commercial Attache, who has just arrived from the North on a visit to this Port, is the bearer of much more reassuring news concerning the trade conditions in Manchuria than has been current for a considerable time. He states that great changes have taken place since the visit of the representatives of some of the leading import houses here early in the Summer. From advices just recently received from a personal friend in Tsitsikar, the principal distributing centre in the province, he learns that the place has a much more active appearance. Goods are moving in all directions and confidence is being rapidly restored. He quite expects that by the time the remainder of the Russian and Japanese troops have evacuated the province in April, as stipulated in the Treaty, that Customs Houses will have been established by China along the frontiers both North and South, confidence will be greatly improved and trade will begin to flourish again. He is confident the natives have ample money, but at present are hoarding it up, until such time as the country is free from the foreign armies, with their attendant undesirable camp followers. No doubt the currency question will be straightened out by then and the province will be able to set an example to the rest of China; but at present the financial arrangements are in a state of disorganisation and the native banks here decline to give any facilities on shipments to those parts. There is really no improvement to note in our market. Clearances have been a little better, which indicates that the dealers have re-sold a little more; as for fresh business, that seems to be quite impracticable in plain staples, but a quiet demand continues for dyed fancy cotton fabrics still, though home prices seem somewhat prohibitive. We regret to have to state that the information given us last week with regard to the Manchester market being strong owing to a "spinners strike" was not correct. The mistake, occurred through the mutilation of a word in the telegram, which on repetition, signified that the market was quiet but firm. This week the rapid decline in cotton has caused manufacturers to lower their prices two to three per cent, but it has no effect here, there being not the slightest inclination to buy. The latest quotation for Mid-American in Liverpool is 5.85d., eight points below Tuesday's closing price. Egyptian remains at 9½d. The forward quotations for American are 5.65d. in Liverpool for all this month and 10.16 cents in New York for January option. There are no advices of that market for domestics. The market is as dull as ditch water. Native forward contractors of local yarn are endeavouring to keep prices up, but it is a hopeless task with imported spinnings falling away as they are. Manipulators of native cotton on the other hand are managing to sustain quotations. There has been a little rain this week, but the bulk of the crop is safe. We understand a fair parcel of best white shirtings has been booked from stock, and also a few more, under indent, for Spring delivery, but these transactions appear to be quite the exception. It is hoped that the steamer just advertised to load for Corea will have better luck than she met with a week ago, when she was withdrawn from the berth, but this time we understand a certain amount of cargo is guaranteed. It will not involve any fresh buying, the natives have ample on hand. At the Auctions for plain staple cotton goods prices have ruled irregular with, we should say, a lower tendency. Woollens also are inclined that way, but the fancy goods, turkey reds and black cotton lastings were firmer on the whole.

AMOY CUSTOMS RETURNS.

NOVEMBER 5TH, 1906. List of the principal goods passed through the Amoy Customs House from 27th to October 2nd November, 4 p.m.:—

IMPORTS.

Goods.	QUANTITY
Cotton, Raw, Indian	pls. —
" " Native	" 419
" " Yarn	" 1,216
Shirtings, Grey	pcs. 910
T-Cloths	" 150
Shirtings, White	" 595
T. Red Shirtings	" —
Drills	" —
Shirtings Dyed, Brocades	" —
" Dyed	" —
Damasks	" —
Camlets	" 70
Lastings	" —
Spanish Stripes	yds. 61
Lustres, Figured	" —
Lead in pigs	pls. —
Tin in slabs	" 144
Iron, Nail rod	" 80
Quicksilver	" 17
Iron, Old	" —
Ironwire	" 52
Rice	" 3,035
Opium, Patna	" —
" Benares	" 84
" Persian	" 4
" Malwa	" —
" Szechuan	" 60
" Yunnan	" 43
" Kiangsu	" 38
Sesamum Seed	" 279
Sapanwood	" 96
Sandalwood	" 23
Rattans	" 20
Wheat	" 2,501
Flour	" 1,838
Beancake	" —
Beans and Peas	" 9,434
Bicho de Mar	" 91
Mats, Tea	pcs. 18,540
Oil, Kerosene American	gal. —
" " Borneo in bulk	" —
" " Russian	" —
" " Sumatra	" —
" " Bulk	" —
Coal	tons 72
Tobacco Leaf	pls. 1,100
Vermicelli	" 605

EXPORTS.

Goods.	QUANTITY
Sugar, White	pls. 381
" Brown	" 12,012
" Candy	" 1,185
Hemp Bags	pcs. 10,000
" Sacking	" 17,100
Paper I Quality	pls. 287
" II	" 90
Tobacco, Prepared	" 7
Kittysols (umbrellas)	pcs. —

MISCELLANEOUS EXPORTS.

Messrs. Arnhold, Karberg & Co.'s Fortnightly Produce Circular, dated Shanghai, 29th October, 1906, states:—Gallnuts.—Tael prices for plum-shaped galls are a little lower, but the decline is fully set off by the higher exchange. A fair business has been done in usual quality, although dealers are not very keen on selling until fresh arrivals come in. Cowhides.—Although high prices are offered by European buyers, so far only very small quantities of B. S. and seconds have been contracted for, whilst the Chinese do not care to make any forward contracts for Buffalos. Tobacco.—Market unchanged. Feathers.—No change in prices, stocks very small. Cotton.—Tael prices are very firm, notwithstanding recent advance in exchange. Tallow.—The home market shows a continued upward tendency, but ideas are not yet in accordance with the demands of the Chinese. Stocks of white veg. tallow are exhausted and new supplies will not come in before December-January. Strawbraid.—Stocks are increasing, but there is little doing, as dealers are not as yet prepared to discount the late rise in exchange. Wood Oil.—For some time past business has been almost at a standstill. Holders will not reduce their demands sufficiently to allow sales at buyers ideas. Goatskin Rugs.—About 8000 Newchwang have been settled at Tls. 1.35. Wool.—Sheep's, Camel's and Goat's.—Stocks are fairly large and business has been restricted owing to the high exchange.

Per steamer *Moyune*, sailed on 24th October. For Havre or London or Hamburg:—60 boxes essential oil, 120 bales canes. For Alexandria:—100 cases cassia. For Odessa:—34 boxes galangal. For London:—13 cases cigars, 100 bales waste silk, 139 cases china and blackwoodware, 923 cases preserves, 160 bales canes, 10 boxes essential oil, 66 cases camphor, 150 cases ginger, 100 cases soy, 200 bales tea mats, 387 bales canes. For London or Glasgow:—100 cases ginger. For London or Hamburg:—100 bales duck feathers. For London or Hamburg or Antwerp:—15 boxes bristles. For Hamburg or Antwerp:—40 boxes bristles. For Hamburg:—100 bales duck feathers, 100 bales galangan, 15 rolls matting, 10 bales feathers. For Glasgow:—100 cases ginger, 68 cases dry colours. For Copenhagen:—1,150 rolls mats and matting, 50 bales duck feathers. For Amsterdam:—572 rolls matting, 48 cases chinaware. For Amsterdam or Rotterdam:—128 cases preserves. For Rotterdam:—200 cases cassia. For Antwerp:—82 bales duck feathers, 200 bales cassia, 40 bales rattanware, 183 rolls matting.

Per P. & O. steamer *Simla*, sailed on 3rd Nov. For Manchester:—25 bales waste silk. For London:—118 boxes tea, 285 bales waste silk, 2 cases embroidery, 30 bales raw silk, 6 cases silk piece goods, 16 chests Persian opium, 2 packages old documents, 3 cases cigars, 20 cases hats, 6 cases feathers. For London:—1 case tea, 21 packages curios, &c. For Marseilles:—127 bales raw silk, 7 cases feathers, 1 case human hair. For Lyons:—171 bales raw silk. For St. Chamond:—40 bales raw silk. For Milan:—35 bales raw silk.

HANKOW, 31st Oct., 1906:—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul.
Cowhides, Best Selected.....	Tls. 39.00
Do. Seconds.....	35.00
Buffalo Hides, Best Selected.....	21.50
Goatskins, untanned, chiefly white colour, (nom.)	
Buffalo Horns, average 3-lbs. each.....	8.00
White China Grass, Wuchang and or Poochi.....	10.80
White China Grass, Sinshan and or Chayu.....	10.00
Green China Grass, Szechuen.....	12.00
Jute.....	6.00
White Vegetable Tallow, Kinchow.....	11.00
White Vegetable Tallow, Pingchow and/or Macheng.....	10.80
White Vegetable Tallow, Mongyu.....	10.00
Green Vegetable Tallow, Kiyu.....	9.60
Animal Tallow.....	10.50
Gallnuts, usual shape.....	15.60
Do. Plum do.....	16.80
Tobacco, Tingchow.....	7.50
Do. Woukong.....	11.00
Black Bristles.....	(nom.)
Feathers, Grey and/or White Duck.....	(")
" " " Wild Duck.....	(")
Turmeric.....	5.00
Sesamum Seed.....	4.80
Sesamum Seed Oil.....	(nom.)
Vegetable Tallow Seed Oil.....	(nom.)
Wood Oil.....	8.40
Tea Oil.....	10.00

EXCHANGE.

MONDAY, Nov. 12th.

ON LONDON.—Telegraphic Transfer.....	2/3½
Bank Bills, on demand.....	2/3½
Bank Bills, at 30 days' sight.....	2/3½
Bank Bills at 4 months' sight.....	2/4½
Credits, at 4 months' sight.....	2/4½
Documentary Bills, 4 months' sight.....	2/4½
ON PARIS.—Bank Bills, on demand.....	2/9½
Credits 4 months' sight.....	2/9½
ON GERMANY.—On demand.....	2/3½
ON NEW YORK.—Bank Bills, on demand.....	53½
Credits, 60 days' sight.....	57½
ON BOMBAY.—Telegraphic Transfer.....	17½
Bank, on demand.....	17½
ON CALCUTTA.—Telegraphic Transfer.....	17½
Bank, on demand.....	17½
ON SHANGHAI.—Bank, at sight.....	7½
Private, 30 days' sight.....	7½
ON YOKOHAMA.—On demand.....	112½
ON MANILA.—On demand.....	12
ON SINGAPORE.—On demand.....	1½ p.c.p.m.
ON BATAVIA.—On demand.....	138½
ON HAIPHONG.—On demand.....	1½ p.c.p.m.
ON SAIGON.—On demand.....	1½ p.c.p.m.
ON BANGKOK.—On demand.....	66
SUVEREIGNS, Bank's Buying Rate.....	\$8.65
GOLD LEAF, 100 fine, per tael.....	\$45.80
BAR SILVER, per oz.....	32½ d.

SHARE REPORTS.

Messrs. J. P. Bisset & Co.'s Share Report for the week ending November 1, 1906, states:—Business during the week has been very restricted owing to the Settlement, and there is nothing of importance to report beyond a further fall in the price of Wharves. Banks.—Hongkong and Shanghai Bank. No business reported; shares are wanted at \$15. The latest London quotation is £95. The T. T. rate on London to-day is 3/1½. Marine and Fire Insurance.—No business reported. Shipping.—Business has been reported in Indos at Tls. 54 and 53½ for December, and Tls. 52 cash. Shanghai Tug and Lighter Co. Preference shares have changed hands at Tls. 50½. Taku Tugs. A single operation is reported at Tientsin at Tls. 46. Docks and Wharves.—A very fair business has been done at improving rates, the market closing with buyers at Tls. 103 for December. Shanghai and Hongkew Wharves. Business was reported during the week at Tls. 236 Tls. 235 and Tls. 232½ December, closing weak. Sugars.—No business reported. Mining.—The only transaction is in Chinese Engineering and Mining Co. Shares at Tls. 9.32½. Lands.—No business reported. Industrial.—Cotton Mills. Ewos are again weaker, closing with sellers at Tls. 74 for December. All the other mills are strong at last quotations. Shanghai Gas Co. New shares have changed hands at Tls. 116. Langkats have been done at Tls. 236½, 235 and 236½ December. No business in Sumatras. Shanghai Ice Co. Shares are quoted at Tls. 16½. Stores and Hotels.—Weeks & Co. at \$21, Central Hotels at \$16.15 and Astor House Hotels at \$29 for the 15th December. Loans and Debentures.—Government E. Loans have been purchased at Tls. 250 and in Astor House Debentures a transaction is reported at Tls. 101. Shanghai Municipal 6 per cent. debentures are quoted at Tls. 98.

HONGKONG, 8th November, 1906.—

BANKS.—Small sales of Hongkong and Shanghai have taken place at \$920, and later at \$817½ the market closing with sellers at the latter rate. Nationals remain unchanged and without business.

MARINE INSURANCES.—We have no business or any changes to report under this heading.

FIRE INSURANCES.—Hongkongs have changed hands in small lots at \$332½, and Chinas at \$95, both stocks closing with further buyers at quotations.

SHIPPING.—Hongkong, Canton and Macao have been negotiated at \$27, and at time of writing shares could be placed at \$7½, and probably at \$27½. Indo-Chinas are still wanted at \$72, but none seem to be available at that rate. At \$73, however, sellers rule the market. Star Ferries have been placed at \$25½ and Shells have improved to Tls. at which rate a few shares have changed hands, and more are wanted. China and Manila and Douglasses remain weak and without business.

REFINERIES.—China Sugars have been negotiated during the week at \$140, but at time of closing a small demand exists at \$142, while sellers still ask \$145. Luzons remain without business and with a few shares on offer at \$22.

MINING.—Raubs continue to rule weak, sellers at \$9 meeting with no response.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have changed hands during the week at \$151, and close quiet at that rate. Kowloon Wharves continue weak with sellers at \$90 and no business to report. Shanghai Docks have ruled firmer during the week and sales have been effected both locally and to Shanghai at Tls. 103 and 104, the market closing with sales and a buying rate from Shanghai at Tls. 105. We have nothing else to report under this heading.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue weak with sellers at \$104, and at time of writing we have to report sales at \$103. Humphreys have found further buyers at \$11½ and close steady at that rate. Other stocks under this heading have been neglected and we have no business to report.

COTTON MILLS.—Ewos have declined to Tls. 72½ in Shanghai, and Laou Kung Mows have improved to Tls. 85. We have no local business to report under this heading.

MISCELLANEOUS.—Dairy Farms have been placed at the improved rate of \$18, and close with further buyers. Green Islands have found

further buyers at \$19 and close steady at that rate. Tramways have been done at \$215, and Watsons at \$12½, the market for both closing quiet. We have nothing else to report under this heading.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Albambra.....	\$200	\$120
Banks—		
Hongkong & Shanghai.....	\$125	\$817½, sellers London, £94.10
National B. of China A. Shares.....	£0	\$47½, buyers
Bell's Asbestos E. A.....	12s. 6d.	\$7, sellers
China-Borneo Co.....	\$12	\$10, sellers
China Light & P. Co.....	\$10	\$10, sellers
China Provident.....	\$10	\$9.25, sellers
Cotton Mills—		
Ewo.....	Tls. 50	Tls. 75½
Hongkong.....	\$10	\$13, sellers
International.....	Tls. 75	Tls. 7
Laou Kung Mow.....	Tls. 100	Tls. 85
Soychee.....	Tls. 500	Tls. 32½
Dairy Farm.....	\$6	\$18, sales & buy.
Docks & Wharves—		
H. & K. Wharf & G.....	\$50	\$90, sellers
H. & W. Dock.....	\$50	\$151, sellers
New Amoy Dock.....	\$6½	\$16½, sellers
Shanghai Dock and Eng. Co., Ltd.....	Tls. 100	Tls. 104
Shai & H. Wharf.....	Tls. 100	Tls. 232
Fenwick & Co., Geo.....	\$25	\$22, sellers
G. Island Cement.....	\$10	\$19, sales
Hongkong & C. Gas.....	\$10	\$175, buyers
Hongkong Electric.....	\$10	\$15, buyers
H. H. L. Tramways.....	\$100	\$215, sales
Hongkong Hotel Co.....	\$50	\$112½
Hongkong Ice Co.....	\$25	\$236, sellers
Hongkong Rope Co.....	\$10	\$25, sellers
H'kong S. Waterboat	\$10	\$6, buyers
Insurances—		
Canton.....	\$50	\$360, sellers
China Fire.....	\$20	\$95, sales & buy.
China Traders.....	\$25	\$95, buyers
Hongkong Fire.....	\$50	\$332½, sales & buy.
North China.....	\$25	Tls. 85
Union.....	\$100	\$775, sellers
Yangtze.....	\$60	\$165, sellers
Land and Buildings—		
H'kong Land Invest.....	\$100	\$104, sellers
Humphreys' Estate.....	\$10	\$111, sales
Kowloon Land & B.....	\$30	\$39
Shanghai Land.....	Tls. 50	Tls. 97½, x.n. issue sellers
West Point Building.....	Tls. 25	Tls. 56½, n. issue sellers
Mining—		
Charbonnages.....	Fcs. 250	\$450, nominal
Raubs.....	18/10	\$9, sellers
Philippine Co.....	\$10	\$5, sellers
Refineries—		
China Sugar.....	\$100	\$145, sellers
Luzon Sugar.....	\$100	\$22, sellers
Steamship Companies		
China and Manila.....	\$25	\$23, sellers
Douglas Steamship.....	\$50	\$40, sellers
H. Canton & M.....	\$15	\$27½, buyers
Indo-China S. N. Co.....	\$10	\$73, sellers
Shell Transport Co.....	\$21	\$30½, buyers
Star Ferry.....	\$10	\$25½, sales & buy.
Do. New.....	\$5	\$18, sellers
Shanghai & H. Dyeing.....	\$50	nominal
South China M. Post.....	\$25	\$22, sellers
Steam Laundry Co.....	\$5	\$5.75
Stores & Dispensaries		
Campbell, M. & Co.....	\$10	\$32
Powell & Co., Wm.....	\$10	\$8, sellers
Watkins.....	\$10	\$3, sellers
Watson & Co., A. S.....	\$10	\$12½, sellers
United Asbestos.....	\$4	\$9, buyers
Do. Founders.....	\$10	\$150

VERNON & SMYTH Brokers.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

November—

ARRIVALS

- 1, Phranang, German str., from Bangkok.
- 2, Olio, British sloop, from Shanghai.
- 2, Den of Kelly, British str., from Liverpool.
- 2, Elia, Rickmers, Ger. str., from Bangkok.
- 2, Germania, German str., from Bangkok.
- 2, Haiching, British str., from Coast Ports.
- 2, Hopsang, British str., from Samarang.
- 2, Ithaka, German str., from Bangkok.
- 2, Koun Maru, Japanese str., from Kobe.
- 2, Kueichow, British str., from Tientsin.
- 2, Ragnar, Norwegian str., from Rajang.
- 2, Shimosa, British str., from moy.
- 2, Simla, British str., from Shanghai.
- 2, Tean, British str., from Manila.
- 3, Dovri, Norw. str., from Wakamatsu.
- 3, Eastern, British str., from Sydney.
- 3, Holstein, German str., from Moji.
- 3, Hongkong, French str., from Haiphong.
- 3, Kaga Maru, Japanese str., from Shanghai.
- 3, Ni-sin Maru, Japanese str., from Swatow.
- 3, Nithsdale, British str., from Samarang.
- 3, Riojun Maru, Jap. str., from Shanghai.
- 3, Standard, Norwegian str., from Nagasaki.
- 4, C. Diederichsen, Ger. str., from Haiphong.
- 4, Chiyuen, Chinese str., from Shanghai.
- 4, Dakotah, British str., from San Francisco.
- 4, Frithjof, Norwegian str., from Bangkok.
- 4, Haimun, British str., from Swatow.
- 4, Mandal, Norwegian str., from Moji.
- 4, Pitsanulok, German str., from Bangkok.
- 5, Fooksang, British str., from Calcutta.
- 5, Kiukiang, British str., from Shanghai.
- 5, Nile, British str., from Shanghai.
- 5, Princess Alice, Ger. str., from Yokohama.
- 5, Rhenania, German str., from Hamburg.
- 5, San Domingo, Danish str., from Europe.
- 5, Teutonia, German str., from Hankow.
- 6, Buelow, German str., from Bremen.
- 6, Canton Maru, Jap. str., from Nagasaki.
- 6, Dardanus, British str., from Shanghai.
- 6, Fausang, British str., from Moji.
- 6, Heliopolis, British str., from Kuchinotsu.
- 6, Hongbee, British str., from Straits.
- 6, Kaifong, British str., from Ningbo.
- 6, Yuensang, British str., from Manila.
- 6, Zafiro, British str., from Manila.
- 7, Lask, Norwegian str., from Moji.
- 7, Jacob Diederichsen, Ger. str., from Macao.
- 7, Meefoo, Chinese str., from Shanghai.
- 7, Ulf, Norwegian str., from Moji.
- 7, Yangmoo, Korean str., from Kuchinotsu.
- 8, Amigo, German str., from Pakhoi.
- 8, Hangsang, British str., from Shanghai.
- 8, Rio Lima, Portuguese gbt., from Macao.
- 8, Shahjehan, British str., from Saigon.
- 8, Skuld, Norwegian str., from Bangkok.
- 8, Strathmore, British str., from Pulo Laut.
- 8, Taiyuan, British str., from Japan.
- 8, Tholma, Norwegian str., from Samarang.
- 9, Arratoon Apcar, British str., from Calcutta.
- 9, Childar, Norwegian str., from Bangkok.
- 9, Cranley, British str., from Durban.
- 9, Formosa, British str., from London.
- 9, Fri, Norwegian str., from Bangkok.
- 9, Haitan, British str., from Coast Ports.
- 9, Hanoi, French str., from Haiphong.
- 9, Kaniberg, German str., from Macao.
- 9, Marie, German str., from Haiphong.
- 9, Masan Maru, Japanese str., from Tamsui.
- 9, Sexta, German str., from Amoy.
- 9, Taming, British str., from Manila.
- 10, Glenogle, British str., from Singapore.
- 10, Huichow, British str., from Tientsin.
- 10, Ischia, Italian str., from Bombay.
- 10, Landrat Scheiff, German str., from Moji.
- 10, Nippon Maru, Jap. str., from S. Francisco.
- 10, Siam, British str., from Singapore.
- 11, Alabama, British str., from Salina Cruz.
- 11, Anping, Chinese str., from Shanghai.
- 11, Australien, French str., from Yokohama.
- 11, Glenfalloch, British str., from Singapore.
- 11, Hanametsu, Amr. str., from Nagasaki.
- 11, Hyson, British str., from Liverpool.
- 11, Johanne, German str., from Haiphong.
- 11, Knivsberg, German str., from Macao.
- 11, Waishing, British str., from Newchwang.
- 11, Wakamatsu Maru, Jap. str., from Moji.
- 11, Yeddo, British str., from Amoy.

November—

DEPARTURES

- 1, Anguar, German str., for Swatow.
- 1, Jaguar, German gunboat, for Pakhoi.
- 1, Fiume, German str., for Saigon.
- 2, Habsburg, German str., for Hamburg.

- 2, Knivsberg, Ger. str., for Kwa-chauwan.
- 2, Laertes, British str., for Saigon.
- 2, Malta, British str., for Shanghai.
- 2, Mathilde, German str., for Haiphong.
- 2, Prosper, Norwegian str., for Haiphong.
- 2, Protus, Norwegian str., for Bangkok.
- 2, Rubi, British str., for Manila.
- 2, Soshu Maru, Japanese str., for Shanghai.
- 2, Yawata Maru, Jap. str., for Australia.
- 2, Fukushima Maru, Jap. str., for Swatow.
- 3, Hanyang, British str., for Chefoo.
- 3, Kamakura Maru, Japanese str., for Kobe.
- 3, Kwongsang, British str., for Swatow.
- 3, Loongsang, British str., for Manila.
- 3, Progress, German str., for Quinhon.
- 3, Quarta, German str., for Swatow.
- 3, Shimosa, British str., for New York.
- 3, Simla, British str., for Europe.
- 3, Vandalia, German str., for Shanghai.
- 3, Victoria, Swedish str., for Saigon.
- 4, Aeon, British str., for Newcastle.
- 4, Cheongshing, British str., for Chefoo.
- 4, Clara Jebson, German str., for Bangkok.
- 4, Haiching, British str., for Coast Ports.
- 4, Helene, German str., for Hoihow.
- 4, Joshin Maru, Japanese str., for Tamsui.
- 4, Karin, Swedish str., for Quinhon.
- 4, Mansang, British str., for Sandakan.
- 4, Nichiei Maru, Japanese str., for Kobe.
- 4, Ningpo, British str., for Shanghai.
- 4, Nithsdale, British str., for Kobe.
- 4, Pronto, Norwegian str., for Chefoo.
- 4, Shaohsing, British str., for Shanghai.
- 5, Powhaton, British str., for Saigon.
- 6, China, American str., for San Francisco.
- 6, Chowtai, German str., for Swatow.
- 6, Den of Kelly, British str., for Shanghai.
- 6, Haimun, British str., for Coast Ports.
- 6, Hongkong, French str., for Haiphong.
- 6, Kumsang, British str., for Calcutta.
- 6, Riojun Maru, Japanese str., for Bombay.
- 6, Sungkiang, British str., for Manila.
- 6, Taiwan, British str., for Saigon.
- 7, C. Diederichsen, Ger. str., for Haiphong.
- 7, Chowfa, German str., for Singapore.
- 7, Dardanus, British str., for Liverpool.
- 7, Drnfur, Norwegian str., for Bangkok.
- 7, Eastern, British str., for Japan.
- 7, Flora, British cruiser, for Weihaiwei.
- 7, Hailan, French str., for Hoihow.
- 7, Kwangtai, Chinese str., for Shanghai.
- 7, Nile, British str., for London.
- 7, Princess Alice, German str., for Europe.
- 7, Rhenania, German str., for Yokohama.
- 7, Teutonia, German str., for Hamburg.
- 8, Buelow, German str., for Shanghai.
- 8, Derwent, British str., for Saigon.
- 8, Hua, French str., for Haiphong.
- 8, J. Diederichsen, Ger. str., for K'chauwan.
- 8, Kai ong, British str., for Manila.
- 8, Keongwai, German str., for Bangkok.
- 8, San Domingo, Danish str., for Yokohama.
- 9, Claverdon, British str., for Newcastle.
- 9, Hongbee, British str., for Swatow.
- 9, Kanju Maru, Japanese str., for Swatow.
- 9, Koun Maru, Japanese str., for Kobe.
- 9, Phu-yen, French str., for Hongay.
- 9, Rein, Norwegian str., for Bangkok.
- 9, Standard, Norwegian str., for Saigon.
- 9, Tingsang, British str., for Shanghai.
- 9, Yuensang, British str., for Manila.
- 10, Chiyuen, Chinese str., for Shanghai.
- 10, Kueichow, British str., for Chefoo.
- 10, Yangmoo, Korean str., for Kuchinotsu.
- 10, Zafiro, British str., for Manila.
- 11, Amigo, German str., for Pakhoi.
- 11, Cranley, British str., for Chefoo.
- 11, Formosa, British str., for Yokohama.
- 11, Germania, German str., for Bangkok.
- 11, Haitan, British str., for Coast Ports.
- 11, Heliopolis, British str., for Bunbury.
- 11, Hopsang, British str., for Sourabaya.
- 11, Kiukiang, British str., for Shanghai.
- 11, Mandal, Norwegian str., for Saigon.
- 11, Siam, British str., for Tientsin.
- 11, Sierra Morena, British str., for Sourabaya.
- 11, Wandsworth, British str., for Bunbury.

PASSENGERS.

ARRIVED.

Per *Malta*, for Hongkong from London, Mr. and Mrs. W. Stewart, Miss Stewart and 2 children, Mr. D. J. Downe, and Mrs. Harvey and infant; from Marseilles, Messrs. L. G. Lecky and W. Jones, Mrs. R. Cadbury and Miss Cadbury; from Gibraltar, Mr. A. P. M. Guedes; from Colombo, Mr. and Mrs. Bovill; from Bombay, Miss Anderson, Mr. H. R. Hackney; from

Penang, Messrs. C. A. Fox and F. W. Willis; from Singapore, Messrs. F. Nelson and G. W. Laidlaw; for Shanghai from London, Miss Slack, Messrs. A. Carlsson, J. Lifton, A. Warn, D. Ferguson, D. Blackstock, Mrs. Montague Bell and infant, and Miss Shaw; from Marseilles, Mr. K. T. Lomas; from Brindisi, Mr. E. Schaller; from Colombo, Mr. H. Griffiths; from Bombay, Miss Chandler; for Yokohama from London, Misses Harrison and M. Harrison; from Marseilles, Mr. and Mrs. J. M. Armour; from Brindisi, Mr. Marks, Mr. and Mrs. J. R. Tallman.

Per *Simla*, for Hongkong from Yokohama, Messrs. G. V. Hayes, A. Coombe, R.N., J. Orange, Lieut. Henniker Heaton, Mrs. E. A. Hewett, and Mrs. E. Morrison; from Shanghai, Messrs. P. Tester, O. B. Rowe, Mrs. Alice King, Mrs. Beauchamp, Messrs. W. Robinson and D. G. McRae; from Shanghai for Calcutta, Mr. A. H. Fenton; for Colombo, Messrs. R. S. Thompson and M. P. Shastia; for Bombay, Mr. C. B. Kohiar; for Brindisi, Mr. T. C. Stafford; for Marseilles, Messrs. A. H. Best and J. Tappin; for London, Messrs. J. T. Lyack, W. H. Vaughan-smith, Mrs. Killington and child; from Kobe for Marseilles, Mr. A. J. Cornes; for London, Messrs. J. Greenwood and A. J. Hall; from Yokohama for Marseilles, Mrs. Amos; for London, Miss Martyn, Major Macdonald, Mrs. Macdonald, Mrs. Graham, and Dr. Holmes Joy.

Per *Prinzess Alice*, from Yokohama, &c., Mr. and Mrs. Griffin, Mr. Geo. Reiche, Dr. Noble, Messrs. Bruce D. Smith, A. R. Flinn, Hugh L. Wilson, Capt. W. Eberhardt, Capt. v. Mangelsdorff, Mr. Melchers-Ahrens, Dr. Grossmann, Messrs. Franz Tsinat and Henry Keswick, Mr. and Mrs. J. Chagas and child, Consul Dr. Heintze, Messrs. C. B. Woodhead and family, Reimers, G. Beermann, Mr. and Mrs. Kadovie, Dr. Schmidt, Messrs. F. Drude, Jos. Grunberg, and Mrs. Aug. Telika.

Per *Buelow*, from Bremen, &c., Mrs. P. Hatt, Mr. and Mrs. D. McDonald, Mr. W. Otto, Mr. and Mrs. M. Spallinger, Mr. and Mrs. A. Determann, Mr. A. T. David, Miss E. David, Mr. G. L. Brighton, Comdr. Roy C. Smith, U.S. Dr. Durand, Messrs. A. v. Tiedemann, T. C. McDonald, Inspector von Riegen, Miss de Pledge, Miss W. Roeder, Dr. C. C. Selden and family, Mrs. Th. Schmetz and 2 children, Mr. J. Stafford, Miss O. Miller, Messrs. J. F. Miller, Muller and family, Carl Becker, Miss E. Beutinger, Messrs. B. Bliefernicht, Carl Vieweg, Miss Ada E. Fearon, Miss Marion Montfort, Miss Anny Tabberci, Miss Pautin, Miss Alice S. Weekes, Mr. F. Malitz, Miss F. Schreiber, Messrs. G. Nissen and Deeks and child.

DEPARTED.

Per *Yawata Maru*, for Australia, Mrs. E. C. Cuyler, Miss K. Cuyler, Mrs. R. L. Meador, Messrs. A. Thornam, F. J. Gunn, Miss Griffin, Mrs. A. B. Speeding, Miss Burne, Messrs. M. Yans, M. Cohen, Mrs. E. Woods, Mr. and Mrs. C. A. Lemon, Messrs. F. Zabala, Carlos Defer, M. Earnshaw, Arthur S. Kelly, B. Jalbuana, G. Javellana, J. B. Gutierrez, and T. Monzen.

Per *Chino*, for San Francisco, &c., Dr. Marcus C. Tarry, Messrs. A. Brook Smith, G. C. Moxon, C. H. Ross, Mr. and Mrs. T. R. Tallman, Mr. and Mrs. T. M. Armour, Messrs. F. W. Willis, Geo. Y. Bowman, Mr. and Mrs. Cummings, Capt. Large, Messrs. H. Booth, A. C. Grilk, W. F. Barnes, Misses H. Harrison, Mr. C. H. Allen, Rev. and Mrs. Trickett, Mr. Paul Trickett, Miss M. Hayden, Mr. W. H. Marks, Miss V. De Noie, Mr. J. C. Peter, Dr. and Mrs. A. Anderson, Messrs. Carl A. Anderson, Mrs. Eva C. Anderson, Miss M. Sawyer, Mr. F. Schaller, Mr. and Mrs. F. H. Kirchhoff, Misses N. and V. Pounds, and Mr. L. J. Smith.

Per *Buelow*, for Shanghai, Messrs. Geo. A. Dew, H. Keswick, A. M. Torrest, R. R. Roberts, J. Muir, O. Hank, J. Johnstone, N. Landner and Torresam, Mr. and Mrs. P. A. Forum, Miss S. Remedios, Miss Clark, Miss Liddy, Miss MacDonald, Mr. and Mrs. Malcolm, Mr. and Mrs. Fouding, Mrs. C. Gross; for Yokohama, Mr. Georg Broeg.

Printed and published by BERTRAM AUGUSTUS HALL for the Concerned, at 10A, Des Voeux Road Central, City of Victoria, Hongkong. London office 131, Fleet Street, E.C.